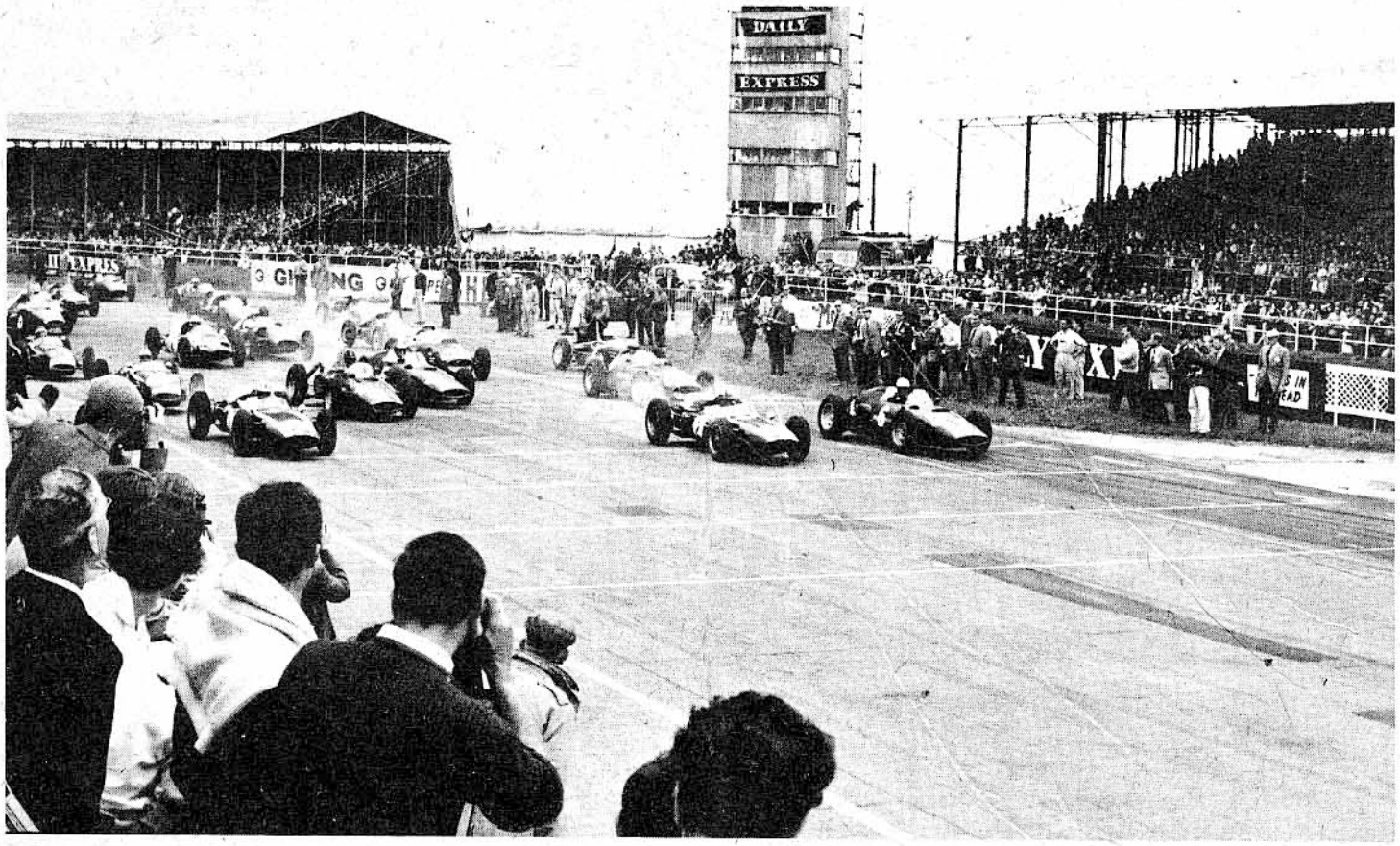
MOTOR RACING

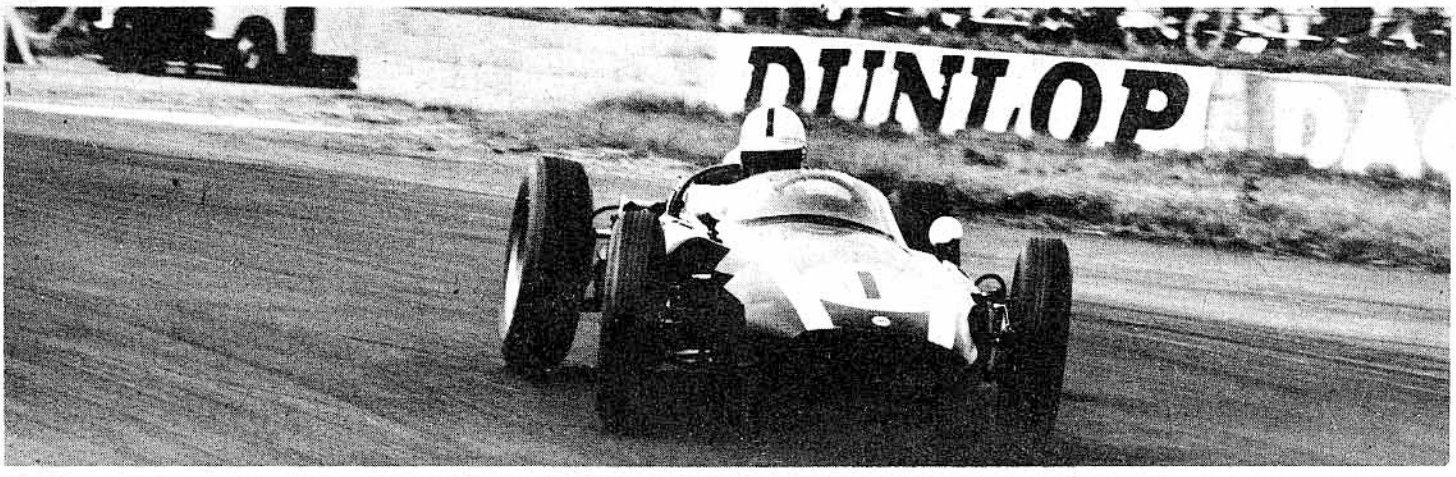
and

ECONOMY CAR NEWS

5th Year - No. 20 Culver City, Calif. **August 5-12, 1960**

(Published bi-weekly except last issue of calendar year) **25c**





BRITISH GRAND PRIX START—A good getaway on the front line is made by Jack Brabham (1), Bruce McLaren (2) and Joakim Bonnier (6). Graham Hill, just to right of Brabham, has stalled, and Dan Gurney (to Hill's left) is going around him. Below: Jack Brabham on way to his fourth straight Grand Prix victory in the Cooper-Climax. Other photos Pages 1-5. Follow-up story on page 4.

(MOTORACING photos by Henry N. Manney III)

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Vignettes

By Gus V. Vignolle

- CHEERS FOR HILL
- ADD COMIC-OPERA
- OLD YELLER II

THREE LUSTY HUZZAHS and a tiger for the phenomenal Australian, World Champion **Jack Brabham.** He won four straight Grands Prix and last week took third in the F2 German GP with his Cooper.

The rear-engined Cooper—and Brabham—have so overshadowed the field that they have not been giving much of a tumble to our own **Phil Hill** of Santa Monica, Calif., who is driving what almost amounts to an obsolete car in this day and age, the front-engined Ferrari.

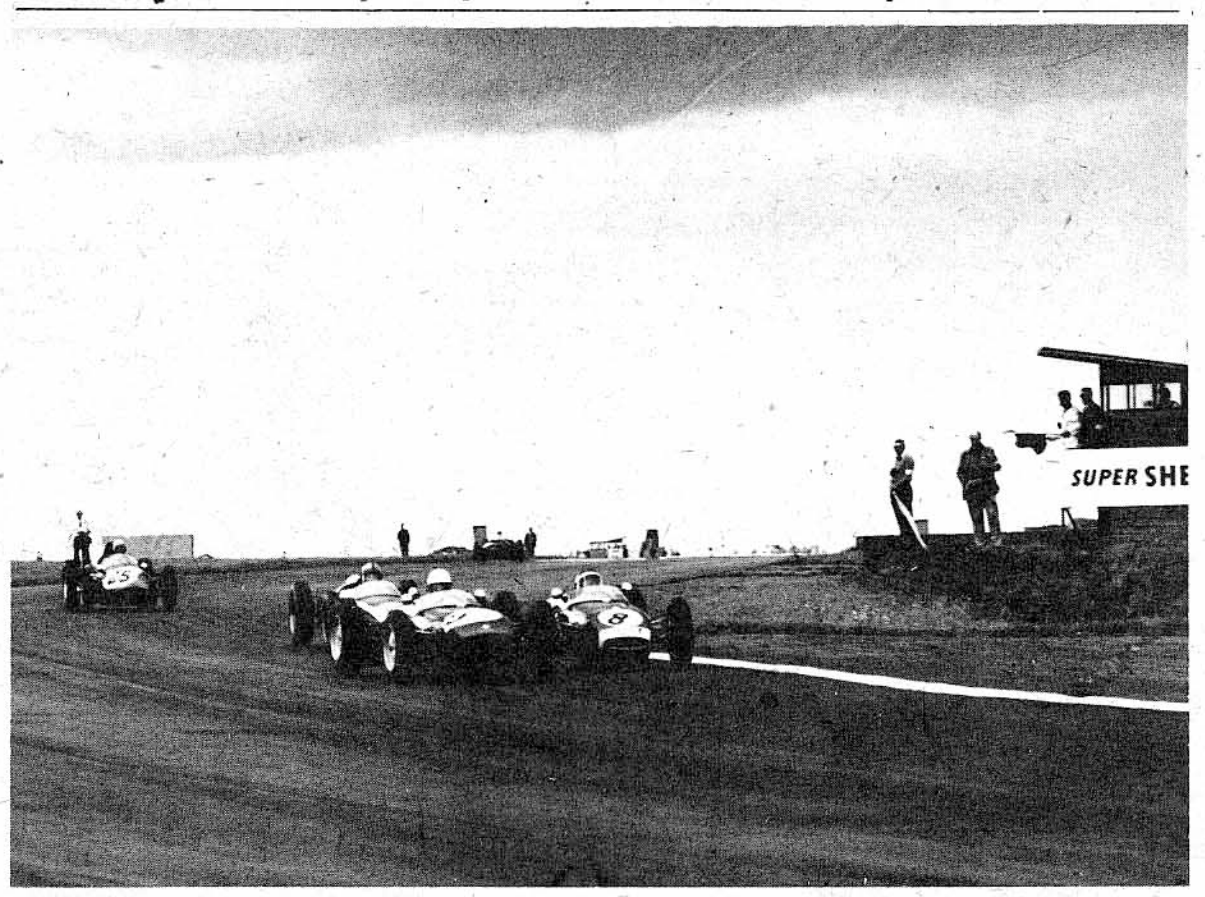
But with what he has, Hill has been sensational this season. **Ken Rudeen,** in a SPORTS ILLUSTRATED yarn on the fabulous successes of the rear-engined Coopers, Lotuses and BRMs, did not neglect to give Phil his just due.

He said Hill's driving was phenomenal in keeping on the tail of Brabham's leading Cooper for a good part of the Belgian and French Grands Prix.

And almost two months ago, **Philip A. Turner** wrote in Britain's THE MOTOR: "Phil Hill is driving very well indeed these days. His outstanding performance in the wet at Monaco recalled his magnificent drive in the rain at Le Mans in 1958 which was so largely responsible for Ferrari winning the race. At Zandvoort, he was taking the difficult Hunze Rug bend with his hands almost motionless on the wheel save for quick correcting flicks, whereas his team mates were coming out of the bend on opposite lock with a considerable man versus machine battle in progress. Hill drove during the race in considerable pain, with one leg badly cut and

(Continued on Page 3)

COMPACT MODEL-T



IN HEAT of an English summer, John Surtees (Lotus) nips around the outside of teammate Jim Clark in British GP, while Bruce McLaren (Cooper) tries to grab a tow. Jack Brabham (Cooper) won the race. Other photos on Front Cover and Page 5.
(MOTORACING photo by Henry N Manney III)

Jeffords Maserati Winner at Elkhart

It's Florence at Seafair

SHELTON, Wash., July 31— Defending champion Lou Florence of Seattle boomed his big Ferrari to victory today in the over-1500 modified event of the seventh annual Seafair Sports Car Race here.

Florence took the lead early in the 75-mile main event and never relinquished it. Close on his heels, finishing in second, was Jerry Grant of Yakima, also in a Ferrari.

An estimated 7,000-8,000 persons flocked to the Shelton Airport to watch the races, sponsored by the Northwest Region of SCCA.

Mike Eyerly of Salem, Ore., took the title in the Class F, G, H production model event with his Porsche.

Other winners were Pat Pigott, Lotus FJr.; Ray Rairdon, Corvette; Curt Berreman, Austin-Healey; Ralph Ormsbee, Lotus.

'Birdcages' 1-2-3 In USAC Pro Race

BY JOE SCALZO

ELKHART LAKE, Wisc., July 31— The duo of Jim Jeffords and a Camoradi "Birdcage" Maserati were victorious here today as the husky Milwaukee driver, noted for his Corvette handling, hustled the Italian-built machine into the lead on the 38th lap of today's 50-lap feature 200-mile USAC professional event to win by nearly 50 seconds over Jim Hall, Dallas, also in a 'Cage' and more than one lap from Omaha's Loyal Katskee, likewise mounted in one of the potent tubular Masers.

Jeffords averaged 85.495 m.p.h. over the beautiful 4-mile Road America course. He was timed in 2:20:21.57 and won a total of $3200 from lap money, accessory money, qualifying, and the overall grand award of $1,000. Second place Hall received $2200 for the first-ever USAC race at Elkhart, and Katskee, the last of the three-car Maserati sweep, pocketed $1200.

(Continued on Back Cover)

Ferrari 1st In Enduro

WESTWOOD, British Columbia, July 24—What has proven one of the toughest tandems in the country —Pete Lovely of Seattle, and Jack Nethercutt of Los Angeles—won the SCC of British Columbia's three-hour race at this new course here yesterday. They covered 117 laps in a Ferrari, leading from start to finish.

The Corvette team of Ray Rairdon (SCCA Nat'l. point leader in Class B Production) and Don Campbell was second, 114 laps. Third was Ed Purvis' 300SL roadster driven by Dave Troffer and Dr. L. Frank Becker, 113 laps.

Today, Lew Florence won the feature in a Lotus 1500 over the 1.8-mi. miniature Nurburgring, with Lovely, Lotus II, and Pat Pigott, Lotus Junior, second and third respectively. Nethercutt was 4th in the big Ferrari.

In a Le Mans-type start race for all cars able to lap the circuit in less than 1m30s, Florence won.

Storm Interferes

LIME ROCK, Conn., July 30— A storm caused postponement today of the 3rd annual Little Le Mans 8-hour race for small sedans. The race, involving 37 imported and American cars, was rescheduled for Aug. 6.

Connecticut State Police do not permit racing in the rain. The race is to be run from 10 a.m. to 6 p.m.

Moss at Portugal

LISBON, Aug. 4—It was announced here today that Britain's great Stirling Moss, seriously injured less than two months ago during practice for the Belgium Grand Prix, will drive a Lotus-Climax in the Grand Prix of Oporto, Aug. 14.

Moss, who won the Portugal GP last year, suffered broken legs, three broken ribs and a broken nose.

AC Bristol Ban Upheld!

(See Editorial — Page 2)

One of the most controversial decisions ever handed down by an amateur car club came to a conclusion last week when the California Sports Car Club's Board of Governors met for the second time to review the case involving the protest of Rene Pellandini's AC Bristol. He is the distributor here for AC Bristol and Morgan cars.

The decision was controversial in that it concerned an owner very well known and held in the highest esteem by the entire Board.

It was the Board's decision that the one-year suspension handed Pellandini by the CSCC Contest Board would stand. The six-month suspension given to driver Ronnie Bucknum was reduced by half, due to Rene's insistence that Ronnie had been assured the AC was legal.

Asked to comment on the Board's decision, Cal Club president D. D. Michelmore said, "The facts, once you get past all the opinions, suppositions, assumptions, and guesses, are clear. The car was not legal. It's as simple as that. Had the car been legal, there would have been no suspension. The fact that it was found illegal made it mandatory that the same sentence be imposed on Pellandini

(Continued on Page 5)

Graham Killed

BONNEVILLE SALT FLATS, Utah, Aug. 1—Athol Graham, 36, Salt Lake City mechanic, was killed here today while trying for a 400mph record when his $2500 homebuilt racer lost its left rear wheel and crashed at 300mph.

The car hurtled out of control for 4000 feet. Graham had built the 3000hp car out of airplane parts.

He leaves his widow and four children.

Graham's death was the first in 25 years of Bonneville record runs.

Bonnier Porsche Wins

NURBURGRING, Germany, July 31—Sweden's bearded Joakim Bonnier drove a Porsche to victory today in the Grand Prix of Germany automobile race on the Nurburgring track after leading most of the way. The race had been downgraded from Formula 1 to Formula 2 in order to give the Germans a glimpse of their own car and something to cheer about. And it turned out as they hoped—a German Porsche was the F2 winner.

Another Porsche, driven by Wolfgang von Trips of Germany, was second and the world champion, Jack Brabham of Australlia, was third in a Cooper-Climax.

Bonnier's time was 1 hour 55 minutes 12.1 seconds, an average of 80.3 miles an hour for the 153-mile race.

The German Porsches also finished fourth, fifth and sixth with Graham Hill of England and Hans Herrmann and Edgar Barth of Germany driving.

An English-made Lotus, the only other make entered, finished seventh and eighth with Innes Ireland of Scotland and Dan Gurney of Riverside, Calif., driving.

Bruce McLaren of New Zealand, the runner-up to Brabham in the world drivers' championship, was ninth in a Cooper.

In the News

GREGORY INJURED

NURBURGRING, Germany, July 30—Slight Masten Gregory, Kansas City, still handicapped in his driving with a pinched nerve in the shoulder as the result of an earlier accident, suffered minor injuries here today when he was thrown from his Maserati while practicing for the German GP. The car flipped at high speed at a corner.

DENVER RACES SET

A 10-event sports car race program will mark the first anniversary celebration of Continental Divide Raceways at Castle Rock on Sunday, August 7.

The event will actually spread over two days with practice and qualifying races on Saturday. Performance during the five Saturday races will decide the entries for the 20-lap Anniversary Special which will be the main event on Sunday.

Races will be sanctioned by the Denver Sports Car Club with Dr. Harold Morgan of Denver as Chairman.

Other upcoming events on the CDR schedule include drag races August 14, with regional disc jockeys participating in special races and the Colorado Grand Prix motorcycles road races August 28.

Final sports car event of the year will be the annual Labor Day Races, Sept. 4, & 5.

NEW RACE COURSE

KENT, Wash., Aug. 4—Pacific-International sports car races (ICNSCC joint event) will inaugurate the long-awaited new 2.2-mile Pacific Raceways in Kent Valley Aug. 13-14. Only drivers who hold competition licenses from SCCA, FIA, CASA, Cal Club and the ICNSCC may compete.

NEW DRUM-BEATER

DEARBORN, Mich. — Appointment of Walter T. Murphy as public relations manager for Ford Division of Ford Motor Co. was announced last week. He succeeds Holmes M. Brown, who has resigned to accept a position outside the company.

HINKLE ON TOP

GARNETT, Kans., July 4—More than 50,000 people saw Jack Hinkle win the 25-lap feature here today in a "Birdcage" Maserati. Robert Price, Porsche, was 2nd, and Ed Hausseumann, Porsche was 3rd. Bob Major won the FJr. race in a Stanguellini. Ed Garner, Collinsville, Okla., was killed when his car hit a tree.

EDITORIAL

The Case of the AC BRISTOL

We have another **cause celebre** in our midst.

It is the suspension for one year of Rene Pellandini by the Calif. Sports Car Club, the biggest independent sports car club in the country.

The car has been a big winner here and up north. The owner was charged with using optional equipment contrary to production class rules. Details appear elsewhere in this issue.

Because of its excellent lap records, the AC was moved up from Class E to D to compete with the Porsche Carrera, described by many as "a detuned Spyder" and a car consistently flogged by the British machine.

Use of the 9.5 to 1 piston has been no secret. Most of the other ACs here are similarly equipped, but it also is no secret that their drivers are not in the same league with Lew Spencer and Ronnie Bucknum, who have driven the Pellandini car . . . nor that the other cars were maintained as sharply as the AC distributor was able to maintain his.

Other bans for a similar period unquestionably involved wide open cheating. Some owners refused any prying under the hood by the Contest Board. Such was not the case with Pellandini. He welcomed the teardown.

With one exception, all letters received by MOTORACING indicate the one-year penalty was too severe. MOTORACING, too, feels the same way, but feels he s h o u l d not be completely cleared if the letter of the law is to be observed.

There are other circumstances connected with the controversial decision.

Regarding the relationship of the top of the block to the top of the piston, the Cal Club originally said the measurement was 0.047 inches greater than the maximum dimension given by the specifications. This figure was derived by taking into consideration the 9.5 to 1 compression measurement.

In a subsequent explanation backing its original sentence, the club did not allude to this, citing only that the optional equipment had been found on the car.

Now, it behooves the CSCC to impose similar sentences on owners of all other ACs with this piston. We don't know for sure, but it would be interesting to know if a Cal Club official drove an AC with 9.5 to 1 pistons at Vaca Valley and Santa Barbara. If so, he may not have known it. At any rate, if so, he was not caught.

If all the ACs are thrown out, this will practically mean disintegration of Class D because it woud eliminate some five cars. This would not be good for racing.

The argument is advanced that a number of other top drivers here drove similarly-equipped cars . . . but they were never questioned . . . nor caught.

More than three years ago, the CSCC brought on itself scorn for banning the Morgans, for which Pellandini also is the distributor. They had been losing wheels, but the point was that the arbitrary action was taken without giving him a hearing. Later, the club openly apologized to Pellandini for the way the issue was handled, and the club went on to accept his suggestions on the use of plates.

It will be interesting to see what happens to all the other ACs and to Class D in Cal Club racing.

Letters to Motoracing

'JUSTIFIED', HE SAYS

I have been racing for one year only but thought you might appreciate the views of a comparative newcomer regarding the Rene Pellandini suspension.

I feel the punitive action taken was justified. I do not doubt the personal integrity and honesty of Mr. Pellandini, but if he is not responsible for the legality of the car, then who is? I believe this car has been raced for approximately one year by Mr. Pellandini and this seems like more than ample time to have checked the dimensions in question. Since the car was purchased used, it would seem more important than ever to check it out to the CSCC specifications at the earliest opportunity.

I can understand the embarrassing position of Rene and also wonder how this particular car might have performed in past races if it had been legal.

Any committee charged with the responsibility of enforcing rules will never win a popularity contest. Let's not forget that this CSCC Contest Board is serving us who are interested in racing and thus deserves our full cooperation and support. The one-year suspension seems comparable with action taken regarding similar infractions.

CHARLIE GATES
Rolling Hills, Calif.

CAL CLUB BLASTED

July 29, 1960

Board of Governors
California Sports Car Club
1923 North Hillhurst Avenue
Hollywood 27, California

Gentlemen:

I would like to take this opportunity to commend you on the practical approach you have taken in forming the Contest Board. I feel that a contest board, per se, is a necessary function of a racing organization, to minimize the tendency of some, to cheat.

Certainly, no more practical approach to this problem could be made than the selection of a board such as is now reigning over the CSCC . . .

I was present recently at the Cal Club sponsored event at Santa Barbara, when a protest was lodged against the No. 31 AC Bristol of Rene Pellandini and the #24 Porsche of Ed Barker. This stirred somewhat of a chuckle in the pits, as everyone knew of the integrity of Rene Pellandini, Stu Haggart and Ronnie Bucknum and they knew that the Worldwide car would be 'honest' . . .

No one looked forward to the teardown of the AC with more eagerness than Mr. Pellandini and Mr. Haggart, who were confident that their car was legal in every respect. Why the Ed Barker car was protested I have no idea, perhaps he just wanted to add another letter to his personal file.

It was a complete surprise to all when the Cal Club found the Bristol to be illegal by .047" discrepency in the block. In view of the fact that this minor infraction was completly unintentional and unknown to the principals involved, we all felt that the penalty set forth in this case was much too severe for one who has contributed to the sport as much as Rene Pellandini over the years.

It is unthinkable, to anyone that knows Stu Haggart, that he would deliberately cheat, and as for Ronnie Bucknum, the car was turned over to him to race, not to measure.

When Mr. Pellandini received a letter from the Bristol factory apologizing for their error and declaring that the car was indeed production. We all felt that this would end the incident. But alas, the Contest Board feeling, perhaps, that the combination of AC Bristol, Stu Haggart and Ronnie Bucknum was too much competition for them, immediately declared the 9.5 to 1 pistons illegal. Pistons that have been standard on the AC Bristol for at least the last four or five years. I know, for a personal fact, that they were used on the Ed Savin, Bob Oker Bristol back in 1956 and at that time the car was classified class E.

Mr. Barker drove a similar car, although not as well, both at Vaca Valley and at Santa Barbara, but was excused by 'HIS' board because of his professed "ignorance'? (Editor's Note—Barker's car however, was not protested nor was it selected for inspection by the CSCC Rules Enforcement Committee)

Since all AC's are running these pistons, are all AC's illegal? Or just the one that beats Ed Barker?

Consequently, I am returning my membership card and hereby tender my resignation in the California Sports Car Club . . .

Disgustedly,
PAUL LEE
Beverly Hills, Calif.

CC: MOTORACING

(Continued on Page 7)

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SCCA Nat'l Standings

SCCA NATIONAL CHAMPIONSHIP POINT STANDINGS, JULY 28, 1960

A MODIFIED

1	Bud Gates	Lister Corvette	22
2	George Constantine	Kelta-Chev	10
2	Augie Pabst	Scarab	10
4	R. Jerry Dunber	Edwards	6
4	William King	Corvette Monza	6

B PRODUCTION

1	Ray Bairdon	Corvette	34
2	Bob Grossman	Ferrari California	30
3	Bob Johnson	Corvette	26
4	Dick Jalbert	Corvette	24
5	Harold Keck	Corvette	12
6	Dan Collins	Corvette	10
6	Frank Bonnisdanni	Corvette	10
6	George Reed	Ferrari	10
9	John Caley	Corvette	8
9	Robert Spooner	Corvette	8
9	Roy Tuerke	Corvette	8
12	Pierre Mion	Ferrari California	7
13	Jack Evans Knob	Corvette	6
13	Jim Paine	Corvette	6
15	Richard Long	Corvette	4
15	Jerry Lomen	Ferrari Berlinetta	4
15	Bob Mount	Corvette	4
15	Ike Smith	Corvette	4
19	Ben Moore	Corvette	3
20	Richard Gaerd	Corvette	2
20	Don Yenko	Corvette	2
22	Gene Cormany	Corvette	1
22	T. H. McKenna	Corvette	1

C MODIFIED

1	Dick Thompson	Sting Ray	60
2	Chuck Frederick	Chevrolaird	10
2	Gordon MacKenzie	Jaguar C	10
4	Bill Fuller	E-Jag Corvette	8
4	Don Skogno	Jaguar D	8
6	Harry Washburn	Ferrari Corvette	6

C PRODUCTION

1	Bruce Jennings	Porsche Carrera	38
2	Bill Remig	Porsche Carrera	36
3	Chandler Lawrence	Porsche Carrera	16
4	E. E. Hobbs	Porsche Carrera	10
4	Chuck Rickert	Porsche Carrera	10
6	Alex Chamberlain	Porsche Carrera	6
7	Charles Kolb	Porsche Carrera	4
8	Joe Buzzetta	Porsche Carrera	2
8	John Hibert	Porsche Carrera	2

D MODIFIED

1	Gaston Andrey	Maserati 61	36
2	Walt Hansgen	Maserati 61	20
3	Dean McCarthy	Ferrari Berlinetta	8

D PRODUCTION

1	Charles Kurtz	AC Bristol	46
2	Elliott Fou	AC Bristol	26
3	Pierre Mion	AC Bristol	20
4	Ralph Durbin	Arnolt Bristol	16
5	Walter Spanadel	Jaguar XK140	13
6	John Howe	Jaguar XK120	12
7	Lloyd Barton	Jaguar XK150	10
7	Gene Kurland	AC Bristol	10
9	R. C. Dungan	Porsche S-90	8
9	Steve Harris	Morgan	8
9	H. A. Hiske	Fraser-Nash	8
12	Max Goldman	Arnolt Bristol	6
12	F. R. Karnats	AC Bristol	6
12	Jim Lowe	Porsche S-90	6
15	George Burgess	Morgan +	4
15	Joseph Johentges	Jaguar XK150	4
15	Robert Mezzi	AC Bristol	4
15	Henry Payne	AC Bristol	4
19	Allen Smith	AC Bristol	2
20	Curt Constead	Porsche S-90	1

E MODIFIED

1	Roo Holbert	Porsche RSK	46
2	Roger Penske	Porsche RSK	10
3	Bob Colombesian	Lister-Bristol	14
4	Tom Fleming	Lotus XV	12
5	David Lane	Porsche RSK	10
6	Chuck Cassel	Porsche RSK	8
6	Hap Sharp	Cooper Monaco	8
8	John Haas	Porsche RSK	6
9	Erale Erickson	Porsche RS-60	4
9	Gene Parsons	Ferrari TR	4
11	Carl Haas	Ferrari TR	2
12	Wayne Burnett	Ferrari TR	1

E PRODUCTION

1	Duncan Black	Daimler	53
2	Read Bollo	Alfa Veloce	34
3	John Wright	Porsche S	20
4	John Colgate	Austin-Healey	18
5	Hegie Bridwell	Porsche S	10
5	Sherman Decker	MGA (doc)	10
7	Tony Fotuebus	Alfa Veloce	10
8	Jame Kaser	Alfa Veloce	8
8	John Koperski	Alfa Veloce	8
8	Ted Rounds	MGA (doc)	8
11	William Filippo	Austin-Healey	6
11	Charles Hayes	Austin-Healey	6
11	Mancil Smith	MGA (doc)	6
13	Elmer Townsley	Alfa Veloce	4
13	Gauley Drolet	TR3	4
13	E. A. Franco-Ferreira	Porsche S	4
13	John Coons	Datsier	4
13	Frank Gorman	Austin-Healey	4
13	Roy Steenholtz	Alfa Veloce	4
13	Norman Webb	Alfa Veloce	4
21	Thomas Bryant	Austin-Healey	2
21	Eddie Cardoso	Alfa Veloce	2
21	Joseph Giubardo	MGA (doc)	2
21	John Kingsley	Alfa Veloce	2
21	Peter Pulver	TR3A	2
21	Don Shutt	TR3	2
21	James Waters	TR3	2
28	Paul Buchanan	TR3	1
28	Glenn Carlson	Austin-Healey	1
28	William Hughes	Alfa Veloce	1
28	Terry Ives	Porsche S	1
28	David Stewart	Austin-Healey	1
28	Earl Uhr	Alfa Veloce	1
28	Sam Williams	Austin-Healey	1

F MODIFIED

1	Roger Penske	Porsche RSK	40
2	Newton Davis	Porsche RS	10
2	Charles Lyon	Porsche RS	10
2	William Wuesthoff	Porsche RS-60	10
5	Ed Hauszermann	Porsche RS	8
6	J. C. Kilburn	Cooper Monaco	8
7	Jack Ensley	Porsche RSK	6
8	E. L. Hall	Porsche RS	4

F PRODUCTION

1	Doug Diffenderffer	Stata	44
2	Paul Richards	FIAT-Abarth	30
3	Howard Manna	DB	18
3	Charles Kolb	Elva Courier	18
5	Murray Clark	MGA	12
6	Mark Donohue	Elva Courier	10
6	Ernest Harris	Elva Courier	10
6	Peter Harrison	Elva Courier	10
6	Paul Vellner	Porsche	10
6	John Max Wolf	Porsche	10
11	Norman Miller	Porsche	8
11	Brooks Robinson	FIAT-Abarth	8
11	Ben Warren	Elva Courier	8
14	Donald Dye	Elva Courier	6
14	Edvagd Carsten	MGA	6
14	John Meyer	Elva Courier	6
14	Louis Prieto	Elva Courier	6
18	N. G. A. Cappiello	FIAT-Abarth	4
18	Murray Forsvell	MGA	4
20	James Croker	MGA	2
20	Herbert Klay	Elva Courier	2
20	Tom Mason	MGA	2
20	Carl Schmidt	Porsche	2
24	Don Alexander	Porsche	1
24	Edward Cuckley	Elva Courier	1
24	Harris Crosby	DB	1
24	Allan Kovar	MGA	1
24	Kenneth Leith	Porsche	1

G MODIFIED

1	Charles Kolb	Elva V	44
2	Millard Ripley	Lola	36
3	Frank Baptista	Lotus LeMans	22
4	Charles Dietrich	Elva V	18
5	H. R. J. Wylie	Lotus XII	16
6	Tom Newcomer	Lotus XI	12
7	Robin Benson	Lotus XI	10
8	Roberc Barker	Lotus XI	8
8	Bob Betts	Elva V	8
8	Richard Stockton	Elva IV	8
11	Len Bastrup	Lotus IX	6
11	Barry Brown	Lotus XI	6
13	Donald Hefi	Elva IV	5
14	Richard Milo	Lola	4
15	Clinton Lindburg	Lotus XI	3
16	George Ranney	Elva IV	1

G PRODUCTION

1	Vince Tamburo	Sunbeam Alpine	36
2	Don Erlbeck	Alfa Giulietta	34
3	Charles Callanan	FIAT-Abarth	28
4	John Norwood	FIAT-Abarth	12
5	Philip Seven	Alfa Giulietta	10
5	Joyce Thompson	Alfa Giulietta	10
7	Jack Crusoe	Alfa Giulietta	8
7	Jud Holcombe	Alfa Giulietta	8
7	Alex Keller	Alfa Giulietta	8
10	Bo Clausen	Alfa Giulietta	6
10	Marilyn Taylor	Alfa Giulietta	6
10	Richard Young	Fairthorpe Minor	6
12	Brad Howes	Sunbeam Alpine	4
12	Wayne Martin	Alfa Giulietta	4
14	Walter Hoover	Sunbeam Alpine	2
14	Vernon Toulon	FIAT-Abarth	2
15	Ned McGurn	Fairthorpe Minor	1
15	William Niemeyer	FIAT-Abarth	1

H MODIFIED

1	Oliver Schmidt	OSCA	46
2	Martin Tanner	Martin T	34
3	Paul Richards	FIAT-Abarth	15
4	Harry Fones	Lotus-FIAT	10
4	Henry Sudkin	Bandini-SAAB	10
4	T. J. Walsh, Jr.	Welsh	10
7	J. Sterling Baxter	Crosley Spl.	8
7	Phil Perno	OSCA	8
7	Roger Penske	Roosevelt Devin	8
10	Bob Kimberk	Stata-SAAB	6
10	Lou Laflin	Stanguellini	6
12	W. R. Dye	Mitchell-SAAB	4
12	Jim Eichenlaub	OSCA	4

H PRODUCTION

1	Chandler Lawrence	FIAT-Abarth	46
2	Rodney Hanson	Sprite	14
3	Don McCormick	FIAT-Abarth	10
3	Chris Hayes	FIAT-Abarth	10
3	Frank Phillips	Sprite	10
3	Tupper Robinson	FIAT-Abarth	10
7	Peter Farrell	Sprite	8
7	Ed Gordon	Sprite	8
7	Dick Nash	FIAT-Abarth	8
7	Dale Sherrard	Sprite	8
11	Burt DeMeux	FIAT-Abarth	6
11	Edward Ellenburg	Sprite	6
11	Henri Gross	Sprite	6
11	John Norwood	FIAT-Abarth	6
15	Bob Dunlap	Sprite	4
15	Jackie Sullee	FIAT-Abarth	4
15	Fred Work	FIAT-Abarth	4
18	Fred Coon	Sprite	2
18	Richard Stitt	FIAT-Abarth	2
20	Albert Foster	Sprite	1

I MODIFIED

1	Phillips Jeffrey	Berkeley	10
2	Ellsworth Hall	Berkeley	8

FORMULA JUNIOR

1	Charles Kolb	Elva	40
2	Harry Carter	Stanguellini	28
3	Tim Mayer	Lotus	24
4	Stephen Wende	Elva DKU	20
5	Thomas Cones	Stanguellini	12
6	Charles Dietrich	Elva	10
6	Charles Wallace	Scorpion	10
8	John McCarty	Stanguellini	9
9	Bob Major	Stanguellini	8
9	Denise McCluggage	OSCA	8
11	Newton Davis	Stanguellini	6
11	Walt Hansgen	Stanguellini	6
11	Ray Heppenstall	Scorpion	6
14	Dick Baust	Elva	4
14	Phil Perno	Cooper	4
14	J. C. Kilburn	Taraschi	4
14	Jerry Titus	Volpini	4
18	John Zeitler	Cooper DKU	3
19	F. Baumberger	Stanguellini	2
19	Lewis Flink	Elva	2
19	Ed Bugua	Stanguellini	2
22	George Constantine	Volpini	1
22	Jordon King	Gemini	1

FORMULA 111

1	George Aldermen	Cooper	26
2	Lex DuPont	Cooper	20
3	Melane Tilton	Cooper	16
4	John Gadwa	Cooper	12
5	James Stevens	Cooper	10
6	John Lyles	Cooper	3
7	C. Richards Hagy	Cooper	2

Subscribe to MOTORACING

PRESS PREVIEW of the new Downtown Imports, Volkswagen agency, was held last week at 1905 S. Figueroa, Los Angeles. Head of the firm, Russ Bowell, left, is shown with Sam Weill, executive vice-president of Competition Motors Distributors.

LATEST COMPACT is General Motors' Oldsmobile F-85, powered by a front-mounted, 120hp aluminum engine. It will be introduced later this year.

Economy Car News

BY MARGUERITE COOK
MOTORACING Staff Writer

With the news these days of the slacking of domestic production and what the new compacts are going to be like in 1961, we're just perverse enough to want to give some attention to a fairly new import.

This is the Dutch DAF (Van Doorne Automobiel fabriek), and you should begin passing a few on California freeways. The Southern California distributor is Western Cars of Holland.

From reports we get, this new sedan, available in deluxe ($1600) or standard ($1500) models, is both compact and economical. Its 2-cylinder, rear-mounted engine begins fussing when the gas pedal hits the 50's, but gas mileage in stop-and-go operation is said to average better than 35 m.p.g.

The DAF measures 142 inches long, sits 54.5 inches high and is 57 inches wide. The car sports an unusual type of automatic transmission, a large trunk with the spare wheel located on the side, and will seat comfortable four adults and a child.

For the edification of all, including myself, who thought the Dutch only produced bicycles, automotive "know-how" was not hard for the lowlanders to come by. They are experienced fabricators of heavy industrial equipment.

VW dealers in So. Calif., Arizona and So. Nev. sold 7285 units in the first six months of this year, compared to 5682 units in the same 1959 period. This represents a 28 per cent increase.

Competition Motors Distributors here attributes part of the increase to expanded production facilities that have allowed the German-based manufacturer to speed up deliveries. Recently some 2100 VW's arrived in Los Angeles Harbor collectively aboard Swedish, German, and Finnish ships about the same time. A record of sorts for mass VW delivery to the Southland.

Additional evidence of the determination of VW to hold its import position came with the opening last week of a new dealership right smack in the center of smog-ridden downtown LA. The new sales outlet, Downtown Imports, Inc., located at Washington and Figueroa, is headed by Russell Bowell, and is to be the main metropolitan area outlet.

Dollar and cents reasons why Detroit hopes that compacts will continue to not really mean economy is contained in reports of Ford Motor Co. earnings for the first six months of 1960.

The company placed its total factory car sales for this period (including 267,059 Falcons and 76,662 Comets) at 1,016,385. Although this is above the 948,232 totals for a similar period in 1959, earnings are off 7.4 per cent. The company's consolidated net income for the first hall of 1960 was $264,800,000compared to $285,900,000 in the first half of 1959.

Ford says it is the first U.S. manufacturer ever to produce 500,000 compact vehicles in the course of a single model year. The milestone vehicle -- a two door Falcon sedan -- rolled off the final line last week at the company's Lorain, Ohio, assembly plant..

Following is a breakdown of Ford's 1960 model compact production through August 1.

Falcon	395,200
Comet	90,200
Total	485,400
Falcon Ranchero	17,700
Total	503,100

Recently, the British Motor Corp. Vanden Plas, a subsidiary of Austin Motor Co., introduced a new line of prestige, cars, with "Vanden Plas Princess" marques. And please, requests BMC, refer to cars of the Princess range in the future as "Vanden Plas Princess" and NOT as "Austin Princess." Also in the snob line comes the report that local automobile dealers did themselves proud in providing cars for delegates to the Democratic National Convention here recently. VIPs got luxury models; their secretaries, compacts.

To improve its services to dealers, Renault, Inc. is adding Kansas City, as a distribution center for parts and cars. Until now, the central territory has been served by the Renault office in Denver and Delta Imports, Inc., the New Orleans distributorsship. Denver will continue to service this territory until the new facility, now under construction, is ready in October.

PEOPLE: Len Weissman, who handles advertising in Calif. for Renault-Peugeot dealers, has changed the name of his firm from Promotional Advertising, Inc. to the Len Weissman Company, Inc. He's located at 9110 Sunset Blvd. . . . Chic Vandaariff, formerly with Burbank Sports Car Center, now heads Hollywood Sports Cars, 5766 Hollywood Blvd. He's handling the BMC line.

D. A. FINALLY WINS

"It isn't against the law to go around the house without any clothes on." -- Los Angeles Municipal Court Judge Adolph Alexander in dismissing morals charges against actor William Talman (until arrested, the D.A. in TV's Perry Mason series).

• Vignettes

BY GUS V. VIGNOLLE

EYES ON OLD YELLER AT ELKHART LAKE PRO RACE

(Continued from Page 1)

an arm so stiff he could not raise it above his shoulder, injuries he received when the Opel in which he was driving to a practising session was hit with considerable violence by a C type Jaguar coming away from the sports car practising. Incidentally, Phil has now been driving Ferraris for eigth years, having been loyal to this make since he first began racing."

Credit, of course, to Brabham, but it is more the combination of Brabham and Cooper than just the Aussie alone: on top of it, Brabham is a masterful mechanic who knows the Cooper better than anyone else.

But let's not forget Phil Hill.

Riverside Raceway's Public Relations

We are mildly curious if Riverside Raceway's sub-zero public relations will continue. The low-level was reached when that ad agency, which handles LA SCCA, pooped out "releases" on (1) the switch of the US Grand Prix from Sebring and (2) on **Paul Schissler** taking over as general manager.

For those who came in late, Schissler is the only single individual we have ever heard booed in some seven years of covering this dodge. This was at one of the Times-Mirror races (he formerly was director of special events for the Times).

The race was over and a big troupe of photographers was heading back from one of the turns to the start-finish line. Suddenly the PA system blared Schissler's name... something about his thanking the peasants for coming out or something like that. Well, amigo, these photogs, calm and perspiring but a second before, made with a bullhorn of their own and let out with a bovine moo that was frightening to the tympanic membrane.

Questioned, they claimed he had given them an awfully rough time in the ducat department. At no other race, they said, had they had such miserable treatment. A number of them had to pop $5 for pit—not photo—passes.

But maybe things will change in this comic-opera. They couldn't be worse!

Incidentally, the rumor is floating around that along with **R. Lewis, Les Kelly,** a local Ford dealer, and a Mercedes-Benz executive own a sizeable chunk of the Riverside joint.

Old Yeller Led For 31 Laps at Elkhart

Sensation of sensations at last week's USAC's pro race at Elkhart Lake was **Max Balchowsky's** backyard Buick Spl. Old Yeller II. It was the cynosure of all eyes amidst all that expensive machinery. Elsewhere in this issue is an excellent account of that race by young **Joe Scalzo,** a real up-and-coming sports car scrivener.

Shel led for 31 laps and was 37 seconds ahead of **Augie Pabst's** Scarab when he was forced out with transmission woes.

Shelby, the old guano and Pega Palo distributor from Texas, now lives in So. Calif. (La Mirada), where he bought a home. In our book he is one of the nicest and most colorful of the entire lot, and we had occasion to have a lemonade with him just before he, **John Edgar** and **Max** and **Ina Balchowsky** jetted to Road America.

Shel has toned down. He's busy planting trees and raising flowers and vegetables. He will pick his races only in the US and have a go in three or four good ones a year. He plans never to race in Europe again.

Why did he race for Aston Martin last year, when he and **Roy Salvadori** won at L Mans? Because the money was good—the best. That's porque.

Max' fantastic car, by the way, is for sale. Check the ad in this issue. It's a steal. He's building Old Yeller III, which will have a longer wheel base.

Pellandini Party Was a Real Gasser

BRIEFLY NOTED— The action was terrific at that gasser of a party thrown by **Rene Pellandini** at his fabulous home perched high in the Hollywood Hills and overlooking an expansive multi-colored tapestry of lights as far as the orb could see. Among the guests: **Mlle. Anne Marie (Nanoo) Servat,** the French actress; **Madie Comfort,** the dynamic entertainer, and **George Cary,** whose name was synonomous with road racing here for years and who is now in the real estate business... Lunch with **"Mich" Michelmore,** the Porsche-VW dealer and Porsche pilot, to discuss the Pellandini suspension. He is by far the most popular and best-liked proxy the Cal Club has ever had, and this is easy to understand after only a brief chat with him... Thoughts while stalling: What's happened to **Don Dickey,** the ace Porsche driver from No. Calif., and **Bruce Kessler?**... They're still folding: not long ago **Petersen's** SPORTS CAR GRAPHIC; now CAR LIFE. Amigo Papasan **Steve DaCosta,** who had been with the latter in NY, hooked up with a much better deal, director of PR for Creative PR, Inc., NY, on the Volvo account... Since SF SCCA dispensed with services of USARM (US Auto Race Marshals), the group (a good one, too) is free-lancing and its services are available. Interested parties can contact **John D. Duncan,** 1103 Ordway St., Albany 6, Calif...

Penske One of the Best, Says Shelby

One of the best pilots in the country, according to **Carroll Shelby,** is **Roger Penske,** the Pennsylvania Porsche RSK ace... Payola Note: received an excellent book, "Le Mans, The Behind-the-Scenes Story of the Big Race," by **Stirling Moss,** edited & with photos by **Maxwell Boyd** (Hanover House, Garden City, NY, $3.95)... Rising opposition to drivers being on the contest board of any club... Because of laxity in staging a race, a driver who has competed in L.A. SCCA races for four years says never again... Toyopet has bolted Advertising Agencies and the account has gone to Compton Advertising... The last two guys who have opened saloons here with the sports car and racing motif (and folded!) have left a horrible taste and a string of unpaid bills which they insist they will not honor... Bachelors SCC says it's a non-profit, fun-loving group in answer to Playboy magazine's apparent displeasure over use of its insignia... They're talking of a Las Vegas airport road race, with the hotels putting up the scratch. They say a go-kart bash there drew 5000 people... There's a cemetery within the municipal Autodrome course in Mexico City, believe it or not. And AUTO NOTICIAS continues to blast the powers-that-be for refusing to allow races to be staged there. It calls the course an ornament...

The Grand Prix in Oakland, "where the sports car crowd meets," says: "Pizza, tap beer, steak, sandwiches and banjo music on Thursdays and Saturdays." Banjo music, that's for me, that is, when I'm not enjoying the wonderful peace and silence such as I enjoyed while on retreat at Serra Retreat in Malibu with the good Franciscan Padres Edward Henrigues, Gerald Desroches, Robert Schmidt and Dermot McLoughlin last weekend.

COST OF GOING BROKE

Federal court officials in Los Angeles recently announced that the cost of filling a standard bankruptcy petition is being increased from $45 to $50.

PORSCHE ON TOP

CLERMONT - FERRAND, France, July 10 — Swedish driver Joakim Bonnier covered 679.519km in a Porsche as he won the "Auvergne 6 Hours" here today.

SIZZLING ACTION at recent Pomona road races shows this crackup involving Triumph (487) driven by Roger Slowi, and Morgan piloted by Jim Boughton. They were uninjured. (Photo by James W. La Tourrette)

F2 Ferrari Snookers Porsches

BY HENRY N. MANNEY III
MOTORACING Staff Writer

STUTTGART, Germany, July 24—In the closest F2 race of the year the Solitude Grand Prix, and one which may be a clear indication of the 1961 FIA formula, Ferrari snookered the air-cooled legions of Porsche on their home ground by battling out a win by Wolfgang von Trips in an entirely new rear-engined car at 164.5 kph for 20 laps of the 11.4-kilometer circuit.

Porschemen Joakim Bonnier, Hans Herrman, and Graham Hill took turns at leading straight off but were soon left in the dust by Jim Clark's Lotus, who towed Trips up behind him to second place.

G. Hill spun, Dan Gurney took his place, and a bitter battle went on at the middle of the pack between Phil Hill (front-engined F2 Ferrari), Innes Ireland (Lotus), and Jack Brabham (Cooper), who was having difficulties with his gear-change and eventually retired. Herrmann repassed the red bomba (Ole!) and then took over first slot again just after 10 laps when Clark stopped at his pits with a cry of "tea up!"

However, the ebullient Trips was not going to be had by his sports-car teammate, and in spite of the confusion caused when Porschist John Surtees (who had won the bike race that morning) spun, the Ferrari passed again on the 16th lap and turning quickest tour of 167.9kph for good measure, came in the undisputed winner on the Stuttgart circuit.

Besides the motor bicycles (Surtees averaged 92.7mph), a Formula Junior race was laid on which Clark (Lotus) won as he wished at 146.370kph, making also fastest lap of 149.7. He was followed in by three other Lotuses (Ouvaroff, Trevor Taylor and Arundell), Ballisat's Cooper, and a mass of local talent including an East German Wartburg.

F 2 race
1. **Von Trips (Ferrari)**
2. **Herrmann (Porsche)**
3. **Bonnier (Porsche)**
4. **G. Hill (Porsche)**
5. **Gurney (Porsche)**
6. **Ireland (Lotus)**
7. **P. Hill (Ferrari)**
8. **Clark (Lotus)**
9. **Gregory (Cooper-Maserati)**
10. **Trintignant (Cooper)**
11. **Gendebien (Cooper)**
12. **Laureau (Cooper)**
13. **Barth (Cooper)**
14. **Cabral (Cooper)**

SEE BILL BRADY

For outstanding sports car accessories, see Bill Brady at his Accessory Pit Stop, 17538 Chatsworth Street, Granada Hills, Calif.

WESTERN COLLISION

Chuck Porter is now associated with Western Collision, 811 N. Western Ave., Los Angeles.

PORSCHE
VOLKSWAGEN
Specialists
Erhard's Service
10429 W. Washington Blvd.
Culver City VE 8-7531
New Owner
Al Cadrobbi

French Actress - Pilot Introduced

ANNE MARIE SERVAT

More than 60 Southland drivers, car owners, sports car followers and newsman were introduced last week to colorful, beauteous Mlle. Anne Marie (Nanoo) Servat, French stage actress and driver from Nice, at a lavish party given by Rene Pellandini.

The gala affair was held at the Hollywood hilltop home of the AC and Morgan car distributor and sports car race patron. It featured flamenco dancing, bongos and other varied entertainment.

Mlle. Servat, who plans to make her home here and open an exclusive French fashion boutique in Beverly Hills on her return from a trip to France next month, hopes to join the Women's SCC and start racing in this country.

She drove a Pegaso in Spain and once fought bulls in Toledo, Spain, where she lived for several years. The actress was a good friend of the late Annie Bousquet, French feminine race champion who was killed in Reims several years ago.

New Marks Sought at Bonneville

An additional 1000 horsepower will be under the hood of the automobile Mickey Thompson claims will carry him to a new world land speed record at the Bonneville Utah Salt Flats Aug. 28 - Sept. 3.

Thompson has announced that use of superchargers on his Challenger I car boosts the total horsepower of the four Pontiac engines above the 3000 mark.

The El Monte, Cal. speedster last year roared to an American land speed record of 363.4mph over the Bonneville Salt Flats. His four engines were then capable of 2000hp.

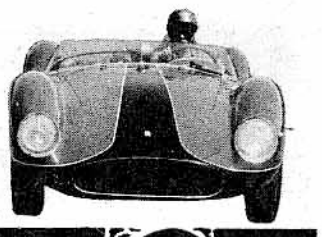
Thompson's goal is the magic 400mph mark which would put him beyond the world record of 394.2mph established by the late John Cobb of England in 1947.

Also going the middle of this month will be Dr. Nathan Ostich of Los Angeles in a 6000-lb., 28-ft. General Electric J47 turbo jet machine. The engine is said to turn up to 6930hp.

Trying for records Sept. 4-11 will be some special French Renault machinery.

Britain's Donald Campbell will burn the flats on Sept. 12.

Specialists in Service for
Jaguar - MG & Austin Healey
Now Specializing in LANCIA
OSSIE & REG
5406 W. WASHINGTON
(Corner Washington and Hauser)
LOS ANGELES 16, CALIF.
WEbster 4-2665


FAST
drivers need tires that have double tire mileage hold on any surface are safe at 130 m.p.h. and eliminate tire squeal solution:
MICHELIN X
Molds for recapping the identical Michelin "X" tread (most sizes) available now.
HAL MOODY'S TIRE SERVICE, INC.
4698 San Fernando Rd.
Glendale, Calif.
Citrus 1-1123
CHapman 5-5119
HALCO

In Phoenix . . . .
VOLKSWAGEN – PORSCHE
SALES & SERVICE
MORGENSEN MOTORS
1402 North Central Alpine 4-2169
Phoenix, Arizona

EMPIRE 3-3050
Accessory
PIT STOP
17538 CHATSWORTH STREET
GRANADA HILLS, CALIFORNIA

SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

THE BIRDCAGE SPRITE was back in action last weekend at the Santa Anita FCCA's tralom at Duffy Livingston's Go - Kart course in Azusa. This 4/10 mile circuit will live in our jaded memory, for it was here that we drove a Go-Kart for the first and last time. Shot 10 feet in the air, did a slow roll and landed right on our fat head. Luckily, our skull was approved by the Snell Foundation.

Tired Sprite

We finally had to buy a set of retreads for the Sprite. The old tires were getting so slick that when we parked on a hill we had to tie the car to a tree to keep it from sliding away. The new tires stick like glue, though. This makes it a bit of a problem getting started in the morning, but you can't have everything.

Best Time

We hadn't driven in a tralom for quite a few months, what with the tire situation and all, so the only record we set at Azusa was Best Time of the Day for a Sprite Owned by W.R.C. Shedenhelm, which is an honor we richly deserved.

And that big old Chevy station wagon that was entered, did we ever skunk him! Admittedly, things got a little touchy when he turned in a high-speed second run, but we threw caution to the winds, and boomed around the twisting course to beat him out by far more than one second.

Birdcage, Eh?

What with using the Sprite for prospecting trips into the white heart of the Mojave Desert and to the antiplano country of the Kern Plateau, we finally bought a luggage rack at Jay's for to carry out the big sacks of nuggets and other valuable goods.

Although we originally called the Sprite a "Birdcage" because it looked like the bottom of a dirty one, the tubular luggage rack does add a certain aviary-like touch. Last night we found an owl peering out at us through the slats.

Another reason that we bought the rack is that we go collecting at the local tide-pools when there is a really low tide. Collect all sorts of things. Tell me, have you ever tried to carry home a 47-pound octopus on the front fender of a Sprite?

Meadowdale Race Chart

Classes: BM GM EM FM
No. of Laps: 30
No. of Miles: 98.10
Fastest Lap: #5, Car #11 91.26 mph
#19, Car #1 91.26 mph

O. A. Pos.	Car No.	Make of Car	Class & Pos. in Same		Driver	City	State
1	1	Scarab	BM	1	A. U. Pabst	Milwaukee	Wis.
2	6	Porsche RSK	EM	1	Roger Penske	Richmond	Va.
3	14	Porsche RSK	EM	2	Robert Holbert	Warrington	Pa.
4	2	Scarab	BM	2	Harry Heuer	Chicago	Ill.
5	77	Porsche RS60	FM	1	William Wuesthoff	Milwaukee	Wis.
6	24	Maserati (DM)	CM	1	David F. Causey	Carmel	Ind.
7	9	Jaguar XKSS	CM	2	Tossie Alex	Evanston	Ill.
8	68	Alfa	FM	2	H. H. Hespen	Clarendon Hills	Ill.
9	66	Porsche RSK	FM	3	E. L. Hall	Deerfield	Ill.
10	15	Ferrari (DM)	CM	3	David C. Biggs	Clarksville	Mo.
11	13	Maserati	EM	3	Slim Nelson	Milford	Ohio
12	32	Edwards	BM	3	Jerry Dunbar	Beloit	Wis.
DNF	27	Porsche	EM	DNF	Ernie Erickson	Chicago	Ill.
DNF	8	Cooper	EM	DNF	Charles Kolb	Silver Spring	Md.
DNF	11	Stingray	CM	DNF	Dr.R.K.Thompson	Birmingham	Mich
DNF	31	Ferrari	CM	DNF	James F. Place	Waukegan	Ill
DNF	21	Lister Corvette	CM	DNF	Pete Harrison	Atlanta	Ga.

REMARKS:

Car #24 completed 28 laps.

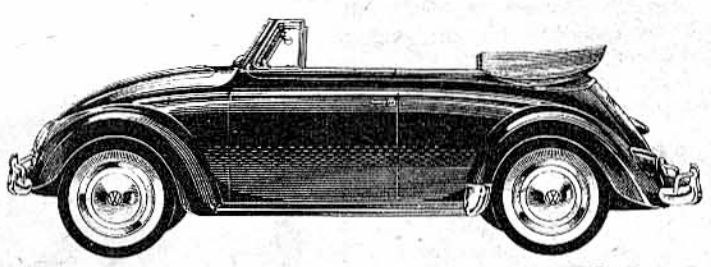
Car #9 completed 27 laps.

Cars #68, 66, 13 completed 26 laps.

Car #32 completed 25 laps.

Cars #24 and 15, nominally DM, were moved up in class to CM due to insufficient entries for DM class.

Overall race average - 89.78 mph - not available on leader in each class.



Volkswagen Convertible

(an air-tight case for owning an open-air car)

The top of the Volkswagen Convertible is like no other. It is air-tight and water-tight because it *overlaps* the windshield frame. It has a real glass rear window and is completely lined and padded — no struts or crossbars show.

The VW Convertible shares every mechanical virtue of the sedans. The air-cooled rear engine can't freeze or overheat. No anti-freeze needed. All wheels are individually suspended with torsion bars (uncanny control over the roughest roads). You get 32 mpg — regular driving, regular gas. You can go 70 mph all day and park where others can't fit. The best way to get the feel of a Volkswagen Convertible is to slip behind the wheel and drive one. Come in and do it . . . this week.

41 Dealers in Southern California

AUTHORIZED DEALER

British GP Follow-Up

BY HENRY N. MANNEY III
MOTORACING Staff Writer

SILVERSTONE, England, July 16 — It was not a shoo-in for Australia's Jack Brabham in winning the British Grand Prix at 108.69 mph with his works Cooper.

He was caught and passed by BRM's Graham Hill, who made fastest lap of 111.62mph but spun with six laps to go and let the world champion through, followed by motorcycling John Surtees and Innes Ireland in Lotuses.

Ferrari had won the last few runnings of this event but it looked like a Limey year with BRMs of Bonnier and Hill plus Brabham and McLaren's works Coopers on the front line, with Ireland just behind where he could grab a good tow.

The rear-engined menace from Maranello had not materialized and although there is a strong possibility that this will be seen again at Portugal, it seems more logical to suppose that Ferrari is bending his research efforts towards the 1.5 liter formula next year; in any case there were only two of the normal Dinos piloted by Trips and Phil Hill.

Making a full day of racing, an opening production car nerfing derby was won by none other than Colin Chapman in a 3.8 Jag sedan, the Formula Junior was a Lotus-Ford sweep headed by Trevor Taylor, a sports car race was taken by Ron Flockhart (Cooper Monaco), nobody won a historic racing car exhibition although there were some lovely noises made, and by way of a warmup for the big show, all the drivers were crammed into Mini-Minors and Austin Se7ens for a "demonstration" which I don't have to tell you degenerated into a race; the count being at least six abreast on one corner with Graham Hill pipping the lot by dint of some energetic weaving back and forth.

The remarkable Stirling Moss arrived in a helicopter and duly started the race after a few choice words of warning to known creepers.

At the last second, Graham Hill, experiencing the same trouble he had at Reims, stalled his BRM and was smartly bumped by Brooks' Cooper from two rows behind; they were both push started but the field, led by first McLaren and then Brabham, was well away. As the laps reeled off, with the Australian hanging it well out trying to pull out a lead, McLaren gently dropped back as first Bonnier (BRM) and then the entire Lotus team led by Ireland shouldered their way by him.

Gurney (BRM) was delayed somewhat by sticky shifting and pitted to try to rectify it, while Bonnier's similar machine began to slow also, dropping to seventh place just ahead of Phil Hill and Trips, who were working their heads off but getting nowhere. However, the remaining BRM was making knots after its bad start and knifing through the field, passing Ireland to take over second place just after half distance.

For such a quick race there were not many retirements, Greene's Cooper-Maserati (which was sick to start with) disappearing toot sweet, followed after a while by Fairman's slow Cooper. However, the more badly-prepared machinery began to drop out or make running repairs, including the Cooper-Masers of Gregory and Burgess, Piper's revolving Lotus, Salvadori (Aston Martin) with attendant smoke cloud and ditto Chuck Daigh in a Cooper lent-rented to Reventlow by the works. Shortly before, Bonnier came slowly in with the right rear top shock bracket fractured and the Lotus third-fourth-fifth parade suffered a setback when first Ireland's right rear wheel became loose, clonking about and giving him understeer when he wanted oversteer and vice versa, and then Clark's front swaybar came loose (as Ireland's did at Reims) and he had to stop and bodge that up.

Meanwhile, back at the ranch, the mustachioed Graham Hill was steadily closing up the gap between himself and Brabham, who found his fuel pump not delivering properly and cutting his speed down the straights while behind them both Surtees waited in his Lotus for any mistakes. Remorselessly, the dark green BRM drew closer until in the gefuffle caused by one of the slower cars being in the way Hill nipped by and took the lead, ever careful in his mirror of Brabham just behind. However, perhaps he was looking one way when he should have been paying attention to another, as with only five laps to go Hill spun off onto the grass at Copse corner just past the pits and killed the engine, letting an incredulous Brabham back into first slot once again.

	2 hr 4' 24.6" mph	laps
1. Brabham (Cooper)	108.69	77
2. Surtees (Lotus)	107.98	77
3. Ireland (Lotus)	107.40	77
4. McLaren (Cooper)	107.17	76
5. Brooks (Cooper)	106.41	76
6. von Trips (Ferrari)	105.79	75
7. P. Hill (Ferrari)	105.74	75
8. Taylor (Cooper)	104.31	74
9. Gendebien (Cooper)	104.27	74
10. Gurney (BRM)	103.96	74
11. Trintignant (Aston)	101.62	72
12. Piper (Lotus)	101.04	72
13. Naylor (Cooper-Maser)	100.58	72
14. Gregory "	100.21	71
15. Munaron (Cooper-Fer.)	98.50	70
16. Clark (Lotus)	97.49	70

Retirements—G. Hill (BRM), Bianchi (Cooper), Burgess (Cooper-Maserati), Bonnier (BRM), Daigh (Cooper), Fairman (Cooper), Salvadori (Aston), Greene (Cooper-Maser).

JUST IN PASSING

I'm out on the highway, just rolling along.
On my windshield there's mud,
On my lips there's a song.
The lure of the open road throbs in my veins
As I whizz thru the stop signs and straddle both lanes.
At times, with a chuckle, I slacken my pace.
Drivers all curse me. I laugh in their face
But they do not pass, they hold their peace
'Cause I drive a Chevy marked "State Police".

—John Dolan
(Reprinted from LISCA News)

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LOS ANGELES visitor last week was Ferry Porsche, left, head of Porsche Auto and son of the late Dr. Ferdinand Porsche, builder and designer of the German car and the VW, shown with John von Neumann, president of Porsche Car Distributors here.

Porsche Ups Production

While in Los Angeles last week on a tour of Porsche dealers and distributors in the US, Ferry Porsche, head of Porsche Auto, said there will be a 35% production increase of the German car in 1961. This is expected to eliminate past six-month waiting periods for the car.

Fully one-third of the 43% of Porsche production allocated to the US is sold in California, he said. In the last year, 7100 machines rolled off the line as compared to 300 in the first year of production 10 years ago.

What has been the impact of American compact car sales on the imports? Porsche said there was no question that imports have been affected, "although it has not affected the sports car market." He predicted: "Next year will see the demise of at least 50% of the 74 or 75 imports currently sold in California. Lack of good service is one of the main reasons."

DANGEROUS SPORT

Those who bellow about auto racing deaths, digest this:

ROME — Fewer persons have been killed climbing the Alps this year than in recent years; but the toll halfway through the climbing season has reached 98. By this time last year 148 climbers had died.

BY FLAVIO ST. GERMAIN

The wires reported recently that **Jean Saveniers** of Belgium was killed when his Cooper F3 went off the road in a race at Salerno, Italy. He smashed into the wooden barriers and 19 were injured. Few knew he raced under the assumed name of **Jean Blanc** and had won the F3 championship of Holland under that name. He wanted to keep his racing from his parents and never raced in Belgium. He had been business chief of a chain of snack bars, owned by his parents in Brussels and Antwerp . . . It now appears the SCCA Pacific Point Standings have gone by the wayside; seems no one has been assigned to keep them . . . Fervent query in the LA SCCA sheet is: why was the attendance small at Pomona? For one thing, publicity could stand improvement . . . The Riverside Raceway comic-opera continues: you should hear about the beef between a former "employee" and one of those still on the payroll. A spokesman said they weren't interested in issuing any info on the subject. Natch . . . A cheer for **Art Hapgood** for his fine work in booming El Camino FCC races at San Luis Obispo Aug. 7. **Chuck Cornett,** the well-known Fresno driver, will have a swinging deal at SLO—flamenco musica, calypsos and a lot of action.

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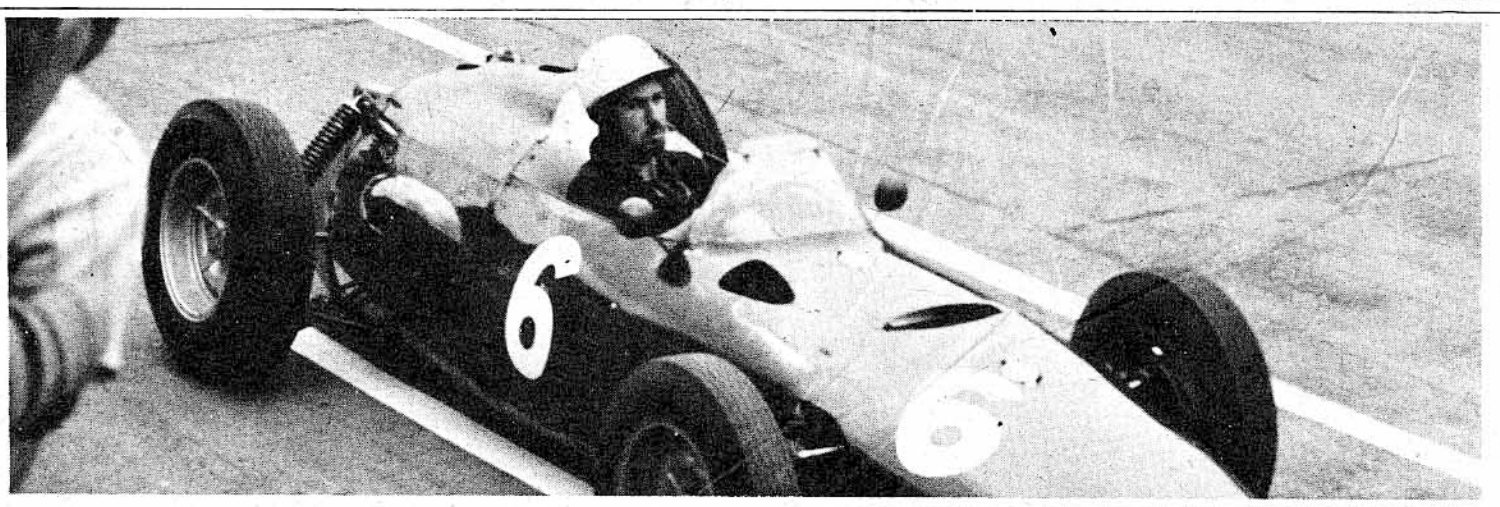
BIG BLAST

By mid-1960's the major nations of the world will be able to push-button themselves & their brothers into annihilation.



IN BRITISH GP, Joakim Bonnier (BRM) comes in with his rear suspension all crooked. He failed to finish, but in next race won the German Grand Prix F2 race in a Porsche. (MOTORACING photo by Henry N. Manney III)

Rally Results and Calendar

BMC RALLY OF THE WEST JULY 24 JACK SPARKS RALLYMASTER 79 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Ted Sparks	Ron Going	C. A. R.	Sprite	2.08
2.	Walt Scholl	Muriel Scholl	Pacific	A-H	16.65
3.	Gwen Thigpen	Clyde Thigpen	C. A. R.	A-H	17.50
4.	Dick Zeylmaker	Harry Pingel	Pacific	MG A	18.93
5.	Flo Schumann	Marge Moyer	C. A. R.	A-H	19.14
6.	Bernice Branson	Scott Branson	C. A. R.	A-H	19.75
7.	Reno Lawrence	J. D. Pope	ISCARA	A-H	26.94
8.	Howard Frank	Don Royer	Lockheed	A-H	28.72
9.	Gene Trimble	Dora Trimble	La Mirada	Sprite	29.06
10.	Cal Hudspeth	Bob Cole	Rallynauts	MG TD	32.68

ISCARA D I Y RALLY JIGGS SCHWAB RALLYMASTER JULY 31 59 CARS

MEMBERS					
1.	Harold Wright	Ray Holes	ISCARA	MG TF	:57
2.	Paul Rendahl	Virginia Rendahl	ISCARA	Corvette	1:11
3.	Elizabeth Noble	Temp Ashbrook	ISCARA	TR 3	1:32
GUESTS					
1.	Jerry Dudley	Virginia Dudley	SMSCC	TR 3	1:32
2.	James Neros	Doug Klick	SMSCC	A-H	2:24
3.	Glenn Hurd	Henry Hurd	Lockheed	Chev.	5:21

FORMULA FOUR, LTD. TEMPUS FUGIT NCSCC CHAMP JULY 23-4 JOE BOOTH R. M. 29 CARS

1.	Marge Porter	Frank Porter	Triumph Tr.	TR 3	19.79
2.	Don Sorensen	Dave Lewis	C & D	VW	30.96
3.	Carol Green	Don Green	C & D	Sprite	35.96
4.	Steve Popoff	Alan Johnson	C & D	TR 3	37.57
5.	Hugh James	Jim Coyle	Tri-Angles	TR 3 1MCP	14.32
6.	John Kimlinger	George Patraw	Twin Valley	A-H	17.12
7.	Virginia Thomas	Bill Thomas	C & D	Porsche	22.74
8.	Adrienne Ryan	John Ryan	Tri-Angles	Porsche	24.36
9.	Bob Cook	Dave Davis	Tri-Angles	Jaguar	25.59
10.	John Quincy	Gene Kiggins	C & D	MG A	27.49
11.	Bob Piercy	Dick Coulter	C. A. R.	Alfa	28.88
12.	Elmer Easton	Ted Watson	99 ers	Porsche	28.91
13.	Dean Shippen	Isabel Blandford	Twin Valley	TR 3	32.06
14.	Roger Sands	Homer Richardson	Twin Valley	Porsche	34.26
15.	Phyllis Banks	Homer Banks	C & D	VW	38.83

RALLIES

AUGUST

13-14- - LOCKHEED SCC 24 HOUR VIII, the SCCSCC Championship nav. event for August. 6 A.M. Hody's Ventura & Sepulveda $9. Eugene Hughes & Roy Blay, rallymasters. For entries & info call PO 5-9660

13-14- - SOCIETY OF FOREIGN SPORTS CARS FIRST NIGHTERS RALLYE V, an NCSCC Championship nav. event, 12 hrs. 300 miles Blackstone & Shields, Fresno 3 classes $5, First car out at 9 P.M. Box 3354, Fresno.

20 - - - NORTHROP SCC RALLYE DIEBOLIQUE III, non-nav. precision time & Distance with luau, rally $2.00, luau $1.50 ea. 11 A.M. Harbor & Katella, Anaheim Scherlee & Gordon Madison rallymasters. GE 1-4233

27 - - - SOUTHWEST SCC RALLYE DE NO SNAILO V an SCCSCC sanctioned open nav. rally 12 noon 12 hrs. Bob's 11000 Sepulveda $4.50 Dick Anderson R.M. For entries & Info call GR 2-7614 eves.

19-21- - SCCA BERKSHIRE MOUNTAIN RALLY, national Championship rally, New England

SEPTEMBER

3-4-5 - SCCA LAS VEGAS SAND TO SEA RALLY II Las Vegas to Santa Barbara races.

10-11- - SAND & SAGE RICHLAND CONFERENCE CHAMPIONSHIP RALLY an ICSSCC nav. event Richland, Washington

11 - - - CHECKMATES, LTD. SEPTEMBER MORN, an NCSCC Championship nav. event, John Ryan, rallymaster, starts in San Mateo.

16-18- - SCCA JOHNNY APPLESEED national Championship nav. event N. E. Ohio region

18 - - - PALOMAR SCC RALLY OF THE STARS the Sept. SCCSCC Championship nav. event Escondido

25 - - - SOUTH BAY PCCA INAUGURAL RALLYE III an SCCSCC open nav. event 6 hrs. 8 A.M. Firestone & Lakewood also s.o.p. class Larry Ford FR 9-6035

1-Yr. Pellandini Ban Sticks

(Continued from Page 1)

that has been handed down to the little private owner in the back yard garage."

At the Santa Barbara road races the AC Bristol was selected for inspection by the club's Rules Enforcement Committee.

This committee's function is to protest cars which seem to perform over index. The Cal Club's tech committee found that the Pellandini- AC was equiped with 9.5 to 1 pistons. (The original cable from the AC factory indicated a "shaved block' but subsequent communications from AC corrected this).

This was a clear violation of the production car regulations governing this event, according to CSCC. These regulations state that the "Relationship of piston top to cylinder top" is one of those measurements that must be on file with the club. It goes on to say, "In no case may the automobile be altered in any manner that conflicts with the specifications referenced . . ."

The factory catalog of AC car, Ltd., clearly lists the 9.5 to 1 pistons as optional equipment. The club said that such options are specifically prohibited by the production car regulations which state that the "production car shall not include optional and/or competition equipment that is not normally included at the time of original purchase."

Though it may be argued that some AC Bristols are delivered with this option installed at the factory, the fact remains that the 9.5 to 1 pistons are listed as options by the factory. The entrant made no secret of his car being equipped with 9.5 to 1 pistons.

The Cal Club stated that in the Contest Board files are three different letters on the AC distributor's letterhead stationery (though not signed by Pellandini) requesting approval of various items used on the AC Bristol, but none submit the 9.5 to 1 piston for consideration. Added the club: "Even if it had been submitted, this option could not have been approved, since such 'optional and/or competition equipment is specifically prohibited by the regulations."

"Regarding severity of the penalty, the club said, a review of suspensions imposed in the past two years show that a one-year suspension has been given in each case where the alterations to the protested car were judged to affect performance. There can be no doubt that the 9.5 to 1 pistons in the AC Bristol have considerable effect on performance.

A review shows that there have been 10 production cars with illegal modifications during the past two years. In eight cases the penalty to the entrant was a one-year suspension. In the other two cases, the modifications were judged not to affect performance. One of these entrants was suspended for six months, the other disqualified from one race.

Calendar

AUGUST

6—Snetterton race meeting (FI, sports and touring cars).
6-7—Milwaukee SCCA races, Meadowdale, Carpentersville, Ill.
6-7—New York SCCA Nat'l races, Montgomery.
7—El Camino Foreign Car Club races, San Luis Obispo, Calif.
13—USAC F libre races, Lime Rock, Conn.
13-14—San Francisco SCCA-RDC races, Cotati, Calif.
13-14—Chicago SCCA races.
13-14—Copenhagen Grand Prix (F3 and sports cars).
14—Nebraska SCCA races, Grand Island, Neb.
14—Joint Int'l. Conf. of NW SCC races, PMI course opening. near Kent, Wash.
14—FIA Grand Prix of Portugal (F I) (World's driving championship).
15—Pescara Grand Prix (sports and gran turismo cars).
20—FIA Great Britain Tourist Trophy race (sports and gran turismo cars) (World championship of sports car manufacturers).
20-21—USAC races (F libre) Meadowdale, Carpentersville, Ill.
20-21—South Jersey SCCA races, Vineland, N.J.
20-21—Kentucky SCCA, Kentucky Derby Festival Nat'l races.
21—Pergusa Grand Prix Italy (F Jr., gran turismo).
21—SCC of British Columbia, Westwood Club races, Westwood, B.C.
27—Brands Hatch race meeting England (F2, sports and touring cars).
27-28—NY SCCA races, Bridgehampton, N.Y. (East coast Inter Club Championship).
27-28—Utah SCCA races, Salt Lake City.
28—NW SCCA races, Shelton, Wash.

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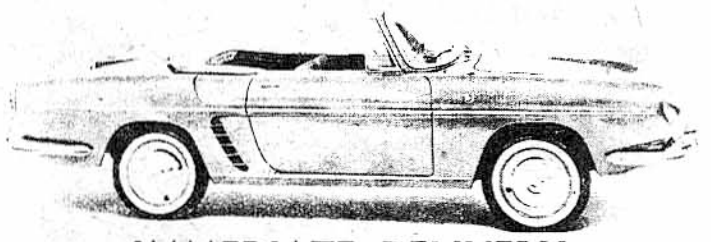
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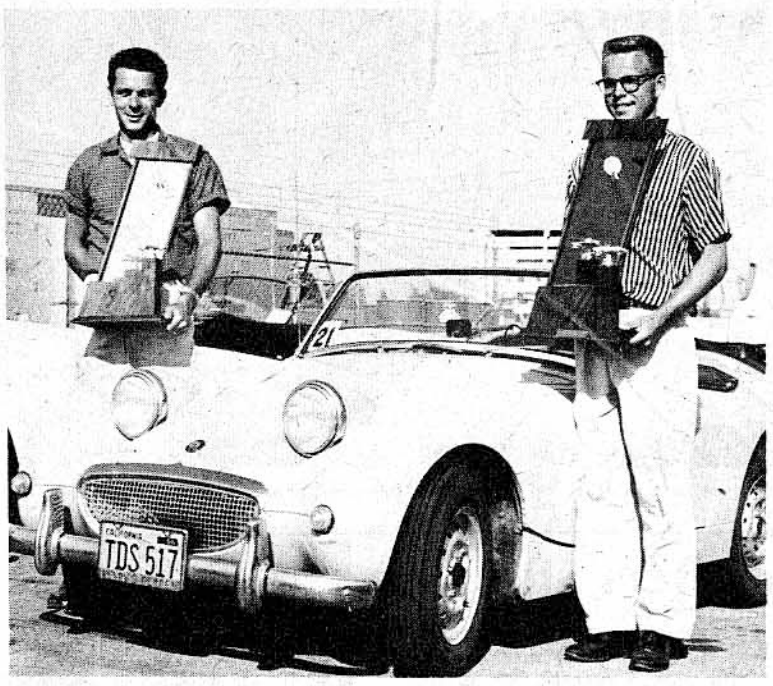

FIRST OVERALL and best-of-marque in BMC's Rally of the West were Navigator Ron Going, left, and Driver Ted Sparks, son of MOTORACING Rally Columnist Duane Sparks. Shown with their Sprite, they are members of CAR (Calif. Assn. of Rallyists).

Rally Sparks

BY DUANE SPARKS

An analysis of the relative performances by northern and southern rallyists competing for California state championships this year proves one thing. There's not much to choose between the top contestants in each area.

Now that the season is half completed, with 10 of the 19 events having been completed and scored on the accompanying chart, the standings show 6 southerners and 4 northerners among the top 10 drivers. Since 6 of the 10 events have been southern events, this figures out about right. Of the remaining 9 events, 5 are northern and 4 southern, which should just about equalize the situation for the year as a whole.

And except for Ted (Sparks), who just can't seem to lose for winning this year, the field is still wide open. Look at Adrienne Ryan's standing in 13th spot. She entered no events for state points until the BIG BEN and is now 13th driver with only 3 events scored. Isabel Blandford as 10th navigator with 3 rallies is in an even better spot, though as yet she has no southern points.

We feel that this statewide competition has been good for the sport this year, and would like to see it extended next year to include other areas. It's high time, too, for the respective Councils to appoint committees to work out a standard rally code suitable for all areas where championship events will be running.

The July SCCSCC Council meeting resulted in the allocation of the first three championship rally dates for 1961. Rallymasters MARK III will again be offered in January with Astro SCC taking over February for its ATLAS, and Pacific SCC will go on March 12 with the DE WHEELE BOUNCE. San Gabriel FCCA has reserved Jan. 8 for its open event, the PREMIER DEL ANO. Ratings of the first 5 rallies this year were announced as follows:

1. D'ORO	**89.4**
2. MARK II	**78.9**
3. GREAT WESTERN	**78.5**
4. ORBIT	**76.1**
5. WHEELE BOUNCE	**65.3**

A new provision was added to the rally code effective Sept. 1 to prohibit the use of Y (Wye), T (Tee) or Fork as a route instruction. It was felt that too often the contestant has been unable to interpret correctly the intention of the rallymaster where these terms have been used.

Coming up next is Lockheed's 24 HOUR VIII on August 13-14. Making the round trip this year from the San Fernando Valley to Monterey and back, the grapevine says it will not be too tough technically, with the winning error expected to be around one minute, and 25th place inside 30 minutes.

There will be lots of checkpoints and many, many opportunities to pick up small errors, but they say they don't expect us to miss any checkpoints. This sounds like rapid fire speed change points and small loops disguised with time turns and slight variations in sign references. So as usual BE ALERT and take home the hardware.

We figure that if by 3 P.M. we have goofed too badly, we might go on over to Fresno for the northern championship rally THE FIRST NIGHTER which starts there at 9 P.M. There's more than one way to score a few state points, eh?

3 MILLION CARS

"Motor vehicles in Los Angeles County now total more than three million, maintaining the ratio of one car for every two persons."—APCD Report.

VISION AFFECTED

"As little as 0.04 percent of alcohol in the blood may reduce visual acuity as much as the wearing of dark glasses after sundown."—Washington's Health.

Slalom Column

BY DENNIS McCOSH

SCCSCC Championship Slalom Standings

Men's Sports

Ray Didier — Ram	281.4
Don Dow — LSCC	215.9
Mal Doherty — Glendale FCCA	213.4
Leo McCormack — RAM	210.9
Wes McMillan — SCMG	200.0
Walt Stone — PSCC	198.0
Rod Stoik — Glendale FCCA	182.3
Dennis McCosh — PSCC	181.0
Eddie Atkinson — Arrowhead FCC	162.0
Albert Balsitis — RAM	132.9
Wally Reed — SCMG	127.6
Frank Riddle — Corv. SC	112.2
Richard Hulan — RAM	100.1
Don Gneiding — PSCC	100.0
Don Wilcox — Morgan OC	100.0
Eugene Willbanks — NASCAD	100.0
Wayne Brown — PSCC	100.0
Dave Conklin — NRSCC	93.2
D. S. Marden — NRSCC	86.6
J. Heltsley — TROC	81.0
Bill Adams — OCSCC	80.4
Don Tenney — PSCC	80.0
Lyman Clower — RAM	79.0
D. Cromwell — OCSCC	69.1
Bill Cunningham — PSCC	68.1
Jim Cristler — SCMG	67.1
Bill Edge — Corv. SC	64.7
Dave Weathers — SB FCCA	61.1
W. Graft — RAM	58.2
Walt Harper — LBMG	50.3
Bud Huston — Ram	49.7
Dave Clark — PSCC	45.3
D. Miller — Morgan OC	42.2
Roger Ocorr — Corv. SC	39.9
Ernie Healy — SCMG	39.4
Chuck Alexander — PSCC	37.6
B. Becker — Morgan OC	33.1
Paul Cunningham — PSCC	31.9
Al Axelrod — AHOC	31.8
Ray George — Arrowhead FCC	28.8
Harold Hemmele — GG FCCA	28.6
Clark Merrick — ISCARA	26.4
Sid Fleischer — NRSCC	24.1
Bob Hall — PSCC	22.7
Bob Fielder — Corv. SC	18.8
B. Whitman — OCSCC	18.6
Robert Rrasin — ISCARA	18.1
Bud Cooper — RAM	15.9
Martin Blair — SCMG	15.2
James Hightshoe — ISCARA	14.5
Larry Miller — SCMG	12.2
R. Savage — POC	9.6
Bob McKee — HEASCC	9.4
Al Rosenheck — NRSCC	8.0
Bob Greenland — POC	5.3
Ray Duvall — POC	5.1
Jim Kubota — RAM	4.7
J. Waters — RAM	4.1

Men's Sedans

Wayne Morville — Volvo TC	173.2
Bob Hall — PSCC	159.2
Bob Anderson — GG FCCA	157.1
Larry Ford — SB FCCA	145.0
M. J. Wheeler — LB FCCA	83.0
Chop Suling — SB FCCA	79.6
Lee Kelso — PSCC	74.8
Bill Jensen — SB FCCA	41.5
H. Garner — Fiat OC	27.4
M. Torrisi — Fiat OC	7.6

Specials

Ira Cobb — OCSCC	13.8
Lyle Larson — PSCC	100.0
E. Wolleson — NRSCC	4.0

Women's Sports

Ruth Doherty — Glendale FCCA	103.6
Kay Adams — OCSCC	100.0
Pat Dolfen — SCMG	100.0
Marie Waters — RAM	100.0
Dee Purrier — PSCC	87.4
Betty Houston — RAM	84.9
Barbara Reed — SCMG	75.2
Winnie Becker — Morgan OC	49.7
Denise Miller — Morgan OC	24.8
Rose Carpenter — Morgan OC	3.8

Women's Sedan

Dee Purrier — PSCC	100.0
Lou Anderson — GG FCCA	25.7
Marcia Hatfield — PSCC	14.6

COTATI RACES

COTATI — Northern California's fast-growing fraternity of formula junior drivers will come into their own during sports car road races at Cotati Raceway August 13-14.

Competing with them during the hour-long semi-main event Sunday will be formula III cars.

Four other events for all sizes and kinds of sports cars will be held each day. The 10-race program is co-sponsored by SCCA, the Racing Drivers' Club and Cotati Raceway management.

How The Rallyists Stand

1960 CALIFORNIA CHAMPIONSHIP RALLY STANDINGS

POS. NAME	(1) SO	(2) SO	(3) NO	(4) SO	(5) NO	(6) SO	(7) SO	(8) NO	(9) SO	(10) NO	TOTAL	NO.
DRIVERS												
1. Bill Chester	*	22	0	*	*	24	21	20	19	*	106	6
2. Robert Cook	14	17	*	*	24	*	*	25	*	17	97	5
3. Jack Sparks	23	*	12	25	*	*	25	*	*	*	85	4
4. Jerry Aarons	*	25	0	23	*	15	*	*	18	*	81	5
5. Dick Coulter	0	13	17	10	*	*	*	19	0	15	74	7
6. Joe Booth	*	*	25	0	23	0	*	23	*	*	71	5
7. Ron Jones	0	*	16	15	*	*	16	*	22	*	69	5
8. Don Royer	22	6	*	0	*	23	18	*	*	*	69	5
9. Harold Schell	2	*	23	*	16	*	*	24	*	0	65	5
10. Dean Shippen	*	*	20	*	25	*	*	*	*	13	58	3
11. Duane Sparks	*	23	0	18	*	*	*	16	*	*	57	4
12. Phyllis Banks	*	*	24	*	19	*	2	*	*	11	56	5
13. Adrienne Ryan	*	*	*	*	*	*	*	22	16	18	56	3
14. Bob Piercy	0	11	8	*	*	0	*	13	*	15	47	6
15. Cal Hudspeth	13	16	18	0	*	8	0	*	*	*	45	6
16. Bernice Branson	8	0	*	20	14	2	0	*	0	*	44	7
17. Chuck Meredith	*	15	*	22	*	6	0	*	*	*	43	4
18. Bill Rector	25	*	*	*	*	17	*	*	*	*	42	2
19. Les Weisbrich	7	19	0	14	9	0	0	*	*	*	40	6
20. Dick Butler	*	*	0	0	*	13	*	*	17	*	30	4
21. Virginia Thomas	*	*	3	4	21	*	0	*	*	*	28	4
22. Dick Kermode	24	0	*	0	*	0	0	*	*	*	24	5
23. Fred Behringer	16	5	*	0	*	*	*	*	*	*	21	3
24. Bob Blair	*	*	10	*	9	*	*	*	*	*	19	2
25. Bill Johnson	18	*	*	*	*	*	*	*	*	*	18	1
NAVIGATORS												
1. Ted Sparks	23	*	*	24	24	*	25	25	*	*	122	5
2. Elizabeth Chester	*	22	0	*	*	24	21	20	19	*	106	6
3. John Ryan	10	17	*	*	15	*	*	22	*	18	82	5
4. Dick Anderson	*	25	0	23	*	15	*	*	18	*	81	5
5. Sandy Booth	*	*	25	0	23	0	*	23	*	*	71	5
6. Howard Frank	22	6	*	0	*	23	18	*	*	*	69	5
7. George Taylor	0	*	16	15	*	*	16	*	22	*	69	5
8. Barbara Schell	2	*	23	*	16	*	*	24	*	0	65	5
9. Jim Coyle	16	5	0	0	10	*	*	12	*	21	64	6
10. Isabel Blandford	*	*	20	*	25	*	*	*	*	13	58	3
11. Ron Going	0	*	17	10	*	11	*	19	0	*	57	6
12. Homer Banks	*	*	24	*	19	*	2	*	*	11	56	4
13. David Davis	14	*	*	*	*	*	*	*	25	17	56	3
14. Bob Cole	13	16	18	0	*	8	0	*	*	*	55	6
15. Gene Kiggins	18	*	*	12	8	*	*	*	*	16	54	4
16. Mike Goodwin	0	0	12	12	*	7	*	16	*	*	47	6
17. Scott Branson	8	0	*	20	14	2	0	*	0	*	44	7
18. Patt Meredith	*	15	*	22	*	6	0	*	*	*	43	4
19. George Blondin	25	*	*	*	*	17	*	*	*	*	42	2
20. Jerrie Sparks	*	23	0	18	*	*	*	*	*	*	41	3
21. Doug Sawin	7	19	0	14	*	0	0	*	*	*	40	6
22. Al Nesbitt	0	11	8	*	*	0	*	13	*	*	32	5
23. Frank Herman	*	0	0	6	*	12	0	*	10	*	30	6
24. Lorraine Butler	*	0	0	0	*	13	*	*	17	*	30	5
25. Bill Thomas	*	*	3	4	21	*	0	*	*	*	28	4

(1) MARK II: (2) WHEELE BOUNCE: (3) BOONDOCKS: (4) D'ORO: (5) ALPINE: (6) GREAT WESTERN (7) ORBIT: (8) BIG BEN: (9) SIERRA: (10) TEMPUS FUGIT. SO- SCCSCC EVENT: NO-NCSCC EVENT * DID NOT DECLARE FOR STATE POINTS.

UNOFFICIAL SCCSCC CHAMPIONSHIP RALLY STANDINGS

POS. NAME	CLUB	MARK II	WHEELE BOUNCE	D'ORO	GREAT WESTERN	ORBIT	SIERRA	TOTAL
DRIVERS								
1. Ted Sparks	C. A. R.	23	0	25	21	25	24	118
2. Jerry Aarons	Southwest	12	25	23	15	22	18	115
3. Bill Chester	Rallymasters	*	22	21	24	21	19	107
4. Robert Cook	Tri-Angles	14	17	3	16	23	25	98
5. Doug Linder	Northrop	15	24	16	20	11	*	86
6. Jack Sparks	Pacific	23	*	25	0	25	0	73
7. Don Royer	Lockheed	22	6	0	23	18	0	69
8. Bill Rector	C. A. R.	25	4	*	17	*	23	69
9. Gordon Madison	Northrop	19	10	8	18	13	*	68
10. Jerry O'Brien	Rallymasters	20	14	1	*	24	5	64
11. Ron Jones	San Diego RC	0	*	15	*	16	22	53
12. Bill Eichelkraut	Northrop	21	21	9	0	0	*	51
13. Bob Piercy	C. A. R.	0	11	*	0	19	20	50
14. Wanda Taylor	C. A. R.	17	0	15	5	12	0	47
15. Gwen Thigpen	C. A. R.	0	0	*	22	9	15	46
16. Dick Pieper	Hughes	3	20	*	*	*	21	44
17. Chuck Meredith	Rallymasters	*	15	22	6	0	0	43
18. Duane Sparks	C. A. R.	*	23	18	0	0	*	41
19. Les Weisbrich	C. A. R.	7	19	14	0	0	*	40
20. Cal Hudspeth	Rallynauts	13	16	0	8	0	*	37
21. Dick Coulter	C. A. R.	0	13	10	11	*	0	34
22. Betty Enoch	Northrop	*	0	17	*	17	*	34
23. Bill Doyle	C. A. R.	0	*	*	19	14	0	33
24. Bernice Branson	C. A. R.	8	0	20	2	0	0	30
25. Jim Traughber	Rallymasters	0	0	6	12	0	12	30
NAVIGATORS								
1. Dick Anderson	Southwest	12	25	23	15	22	18	115
2. Elizabeth Chester	Rallymasters	*	22	21	24	21	19	107
3. Jack Carlson	Northrop	15	24	16	20	11	*	86
4. John Ryan	Tri-Angles	10	17	3	16	23	16	85
5. George Taylor	San Diego RC	0	*	15	21	16	22	74
6. Howard Frank	Lockheed	22	6	0	23	18	0	69
7. George Blondin	C. A. R.	25	4	*	17	*	23	69
8. Don Black	Northrop	19	10	8	18	13	*	68
9. Don Simpson	Rallymasters	20	14	1	*	24	5	64
10. Ruth Piercy	C. A. R.	9	0	*	22	9	15	55
11. Bert Johnston	Northrop	21	21	9	0	0	*	51
12. Bob Cole	Rallynauts	13	16	0	8	0	13	50
13. Al Nesbitt	C. A. R.	0	11	*	0	19	20	50
14. Chas. Kenyon	C. A. R.	17	0	13	5	12	0	47
15. Patt Meredith	Rallymasters	*	15	22	6	0	*	43
16. Jerrie Sparks	C. A. R.	*	23	18	*	0	*	41
17. Juri Leetmaa	Hughes	*	20	*	*	*	21	41
18. Doug Sawin	C. A. R.	7	19	14	0	0	*	40
19. David Davis	Tri-Angles	14	*	*	*	*	25	39
20. Gene Kiggins	Tri-Angles	18	*	12	7	*	*	37
21. Ron Going	C. A. R.	0	13	10	11	*	0	34
22. C. K. Enoch	Northrop	*	0	17	*	17	*	34
23. Marge Moyer	C. A. R.	0	0	*	19	14	0	33
24. Scott Branson	C. A. R.	8	0	20	2	0	0	30
25. Frank Herman	Rallymasters	*	0	6	12	0	12	30

* Did not Compete.

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		Calif	North	South
1	Volkswagen	7043	3093	3950
2	Renault	4016	1542	2474
3	Austin-Healey	1513	577	936
4	Fiat	1412	409	1003
5	Hillman	1362	423	939
6	Volvo	1206	519	687
7	English Ford	1040	426	614
8	M.G.	1020	331	689
9	Triumph	995	340	655
10	Opel	907	256	651
11	Simca	905	390	515
12	Peugeot	855	425	430
13	Morris	811	395	416
14	Metropolitan	685	199	486
15	Mercedes Benz	559	162	397
16	Sunbeam	479	136	343
17	Borgward	374	199	175
18	NSU	357	44	313
19	Jaguar	340	119	221
20	Austin	291	115	176
21	Citroen	219	92	127
22	Vauxhall	204	76	128
23	Porsche	182	73	109
24	Taunus	180	77	103
25	Lloyd	152	67	85
26	Singer	143	34	109
27	Toyopet	118	25	93
28	BMW	103	24	79
29	DKW	101	21	80
30	Goliath	99	74	25
31	Alfa-Romeo	96	37	59
32	Skoda	93	41	52
33	Panhard	74	65	9
34	Datsun	72	41	31
35	Lancia	59	22	37
36	Wartburg	44	27	17
37	Humber	36	7	29
38	Moretti	34	13	21
39	Rover	33	13	20
40	Miscellaneous (22 or less each)	169	54	115
	Industry	28381	10983	17398

(Courtesy Motor Registration News of Calif., Oakland 6, Calif.)

TELEPHONE AX 2-0287 MOTORACING CLASSIFIED ADS FOR QUICK RESULTS

Letters to Motoracing

(Continued from Page 2)

DRIVER ON ROLL BARS

Since this is my first letter to any publication, there are a few things I would like to get off my chest in the field of sports car racing.

I have been sitting back listening to Dick Todd's tirade on roll bars for some time and I think that maybe the readers would like to hear the driver's side of the issue. I can go along with most of his ideas which are good, but they're some which cannot be applied to all cars, since each make has different problems in mounting and bracing room, etc.

That is, unless you want to cut big holes and sections in the body so as to conform exactly with the supporting member angle (45 degrees plus or minus 10 degrees).

Remember, we would like to sell our cars for a little more than junk when we're ready to get rid of them.

Also, I can't go along with his idea of it being a permanent installation. Remember, some of us poor slobs have to drive our cars to and from work, and it's bad enough in the eyes of the law just driving around with a roll bar sticking up in the air just asking for bigger and better tickets.

He is also against it being chrome-plated or being a thing of beauty. Ha! I feel as long as we are going to have these things sticking out of the cars there is no reason why they can't also be good-looking — after all this isn't a Jalopy Derby, is it?

In closing I would like to say I have been reading MOTORACING for about four years and have been noticing your steady decrease of local racing coverage and increase of foreign coverage. What ever happened to the 12 pages of complete coverage on racing, including all of the race results of Saturday and Sunday?

Every race, all finishers in place, seconds behind leader, place in class and reports on what happened to the DNFs?

There're a lot of guys who don't bring home the trophies every time who would like to see their names in print and just how well they did. Also the public watching the races or the ones who weren't able to attend the races are interested in just how well their boy did, even though he might not be a front runner. I buy another newspaper for foreign coverage and MOTORACING for local. Lately I haven't seen much difference between the two.

DOUG HOOPER
La Crescenta, Calif.

STICK TO RACING

Normally I let silly letters go unchallenged, but in Gloria Rigalt's letter (June 24-July 1) case, I cannot keep silent. It is indeed a sad thing to see that there are people who are so misinformed and irrational to blame a people for the acts of a vicious internationally-sponsored Communist minority. Violence and demonstrations over shadow everything else, including the goodwill towards America felt by the majority of the Japanese people, clearly shown by the free election process that put the Liberal party in power. It is a known fact that the riots were financed and directed by Red China, using a violent Japanese faction that was even repudiated by other anti-government groups.

If we were to do like Gloria and her family, we would only weaken the Japanese economy, make Japan look to other markets (ie., Red China, Russia, etc.) and thereby give the Communists the victory they so desperately seek. We have had labor violence in this country, but I don't think that Gloria would quit buying union-made products because of it.

Anyway, I don't think that MOTORACING is the magazine for these kind of letters and suggest that any future political correspondance be avoided. Let's stick to racing, car news and technical matters, huh?

FRED NEWMAN
Hollywood 38, Calif.

QUERY ON MEXICO

It would be greatly appreciated if you could help us with a problem. I am writing in behalf of a group called Scuderia San Emidio which is planning an extensive tour of Mexico in 1961. One of the main objectives of this group is to enter any sports car races that may be held in Mexico during the year 1961.

We would like any information you may have available regarding the racing program in Mexico, such as race dates, locations, starting money, prize money, and any other pertinent information.

If you cannot supply us with this information perhaps you can advise us who to contact to assist us in this endeavor.

Thank you for your cooperation.

DON R. LEPELL
Pres., Scuderia San Emidio
Bakersfield, Calif.

Editor's Note—Please contact Mr. Fred Van Beuren, Florencia 66, Mexico, D. F.

KIMBERLY QUESTIONED

Bill Kimberly's letter in your May 13th issue was good and well taken. It is quite obvious the man is a real gentleman, and he didn't just pop off in pointing out how the Rodriguez brothers drove the Dino Ferrari in the 12-hour race at Sebring.

Now, I would be tickled pink to hear what Mr. Kimberly has to say about the way younger Ricardo Rodriguez handled the Ferrari (with Andre Pilette) in taking second place at Le Mans, which I thought was a fantastic performance!

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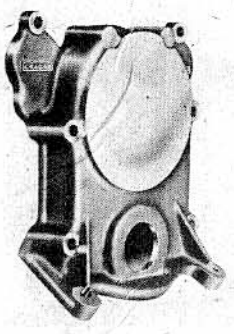

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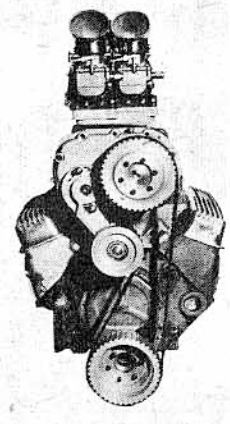

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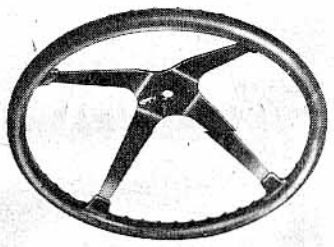

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NEWS
TIME VALUE

Jeffords (Maserati) 1st at Elkhart

(Continued from Page 1)

Today's pro race drew one of the best fields ever seen in a USAC sports car race, with some of the best drivers and cars in the nation appearing. A field of 40 cars started the big go on the Elkhart Lake course located in the Kettle Moraine hills of Wisconsin.

Qualifications

Qualifying revealed that it would be no easy task picking a winner. Fastest time of the two-day session, worth $300, went to boyish-looking Augie Pabst of Milwaukee in the #1 Meister Brauser Scarab. Augie, who in the June Sprints had established a new course record at 2:43, erased this with a fine 2:41.82 effort. No one could better this, although several tried hard—notably Carroll Shelby, driving Max Balchowsky's Old Yeller Mk. II Buick Special.

"Shel" looked perfectly at home in the potent Buick Special as he waltzed around the course in 2:43.12, assuring himself a place in the two-car front row and winning $125. Other top qualifiers included Jeffords in the Maserati at 2:44.53 (collecting $75 for third fastest time); Hall in his 'Cage 2:45.16; Roger Penske, the Pensylvanin RSK hot-shoe who more than lived up to his press clippings as he got around the course in 2:47.08, and Katskee, 2:47.32. Some of the other potential winners with fast times included George Constantine (Kelso-Lister), Skip Hudson (TR Ferrari), Billy Krause (D-Jag Corvette), Harry Heuer in the Scarab, Bob Schroeder in Jim Hall's other "Birdcage", Bob Holbert in his RSK, and the two Echidnas of Bill Larson and Ed Grierson.

The Race

As 2:15 starting time approached, it appeared that a winner might come from several quarters, and there was definitely no "favorite" but rather a field of "dark horses."

Shelby jumped into the lead at the start, with Pabst a safe second, and Jim Hall charging into third. As the field streaked down the 3200-foot straight to turn five, the order behind the three leaders ran Krause, Katskee (being passed by Penske right in the turn), Jeffords, Hudson and Constantine. Holbert, dueling with 18-year-old Peter Ryan in an RS-60, went right off the road at 5, but got back on before the bulk of the field had passed.

Right form the first lap it became apparant that Shelby and Pabst would out-distance the rest of the pack, and in the laps that followed this was borne out. Farther back, Jefford's Maser (the same one that Gregory-Daigh had driven at Le Mans) was in second, with Hall a steady third, and Krause, who would retire a few laps later with a broken rear end, fourth. Penske had already retired from the fray with clutch trouble, and the contending cars behind the four leaders were those of Constantine, Hudson, Katskee and Heuer—but already these were being outdistanced.

Jeffords Leads

The story of the race for first lies in the fact that Shelby maintained his lead over Pabst and the rest of the field for 31 epic laps—letting the Easterners get a glimpse of what Old Yeller is like. When he retired, he had a lead of 37 seconds over the Scarab and had lapped all but the first five cars. Transmission trouble was listed as the 'cause of 'Yeller's' departure. With Shelby out, Pabst had a good lead over Jeffords in the Maser, but Augie's car also failed to go the distance, and seven laps after Shelby's demise, the blue and white Scarab was also out of the fight, with a sick engine and a broken half shaft.

This left any bid by the Meister Brauser team on Heuer's shoulders, as after Pabst quit he was third behind Jeffords and Hall. However, this Scarab, too, was having troubles—a slipping clutch—and Heuer was passed in the closing stages by Katskee, who had also challenged him earlier in the go, but had been unable to pass the Chevy-engined machine. Katskee, in finishing third, drove one of his best races, and certainly made up for the bad luck he has had in the past with his new Maserati.

Talking of good drives, however, one cannot overlook the performance turned in by Skip Hudson, of Riverside, Calif, who finished fifth behind Heuer's Scarab, and one lap behind Jeffords. Skip drove the entire race with virtually no brakes in the 3-liter Testa Rossa. The car arrived at the course on Saturday with the rivets showing through the brake linings. Without sufficient time to repair them, Hudson qualified the car and raced it this way—turning in a magnificant performance. He was clocked during one lap at 2:49, no less than four seconds faster than his qualifying time. Rounding out the top 10 finishers of the 18 that finished were George Constantine, who looked as if he might challenge the two leaders until a pit stop was neccessary for fuel, Bob Schroeder in the Tipo 61 Maser, Bob Holbert, first under 2000cc in his RSK, Bill Larsen in an Echidna, and Peter Ryan, 10th in his RS-60.

Jeffords, who with Hall lapped the field, said after his fine performance, "This was the toughest race I've ever driven. Before the race we decided to run the car at a speed that would not tax it too much, and wherever we finished, would be that; we just wanted to finish. I had to keep telling myself not to charge too much but to maintain a good, steady pace." Jeffords plans to make numerous eastern races with the car, and then to come out west for the two pro races at Riverside and Laguna Seca.

Formula Junior Race

Also held over the weekend was a 100mile, 25-lap Formula Junior race. With a field of 13 cars starting, the race was eventually won by Chuck Gonstad in a rear-engined DKW-powered MBM. Jim Hall picked up his "second second" of the meeting by driving the ex-Jay Chamberlain Lotus Junior smoothly into the place position, but never a threat to Gonstad, whose only challenge came from John Hass in an OSCA Jr. Hass was forced to retire with engine problems early in the go. Talking third was an Isis driven by John Letellier, with Californian Bob Gould finishing fourth in his Stanguellini. Gould, who drove to finish, might have been third but for a misunderstood pit signal from his crew. He drove the only Stang in the race, and his lap times were favorable compared with the leader's.

Gonstad, the winner, averaged 77.784mph.

USAC's races at Elkhart were well run, and drew a crowd of over 30,000 for the two days it was their first racing venture at Elkhart Lake, and we're looking forward to it being an annual fixture.